

# Massachusetts Highway Safety Performance Plan

*Federal Fiscal Year 2009*



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# Acknowledgments

The FFY 2009 Massachusetts Highway Safety Performance Plan (HSPP) recognizes that traffic crashes are preventable and that Massachusetts is committed to continuously reducing the number of fatalities, injuries, and economic loss resulting from these crashes.

I acknowledge the contributions and thank the staff of the Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division for their efforts in the development and implementation of this HSPP:

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The hard work by and dedication of the Highway Safety Division staff to the issues of highway safety have resulted in safer roadways in Massachusetts, including a 16 percent increase in the safety belt use rate between 2002 and 2008 and a 22 percent decrease in alcohol-related fatalities between 2002 and 2006. I look forward to working with them and the many others involved in highway safety in Massachusetts to improve upon these accomplishments.

Kevin M. Burke

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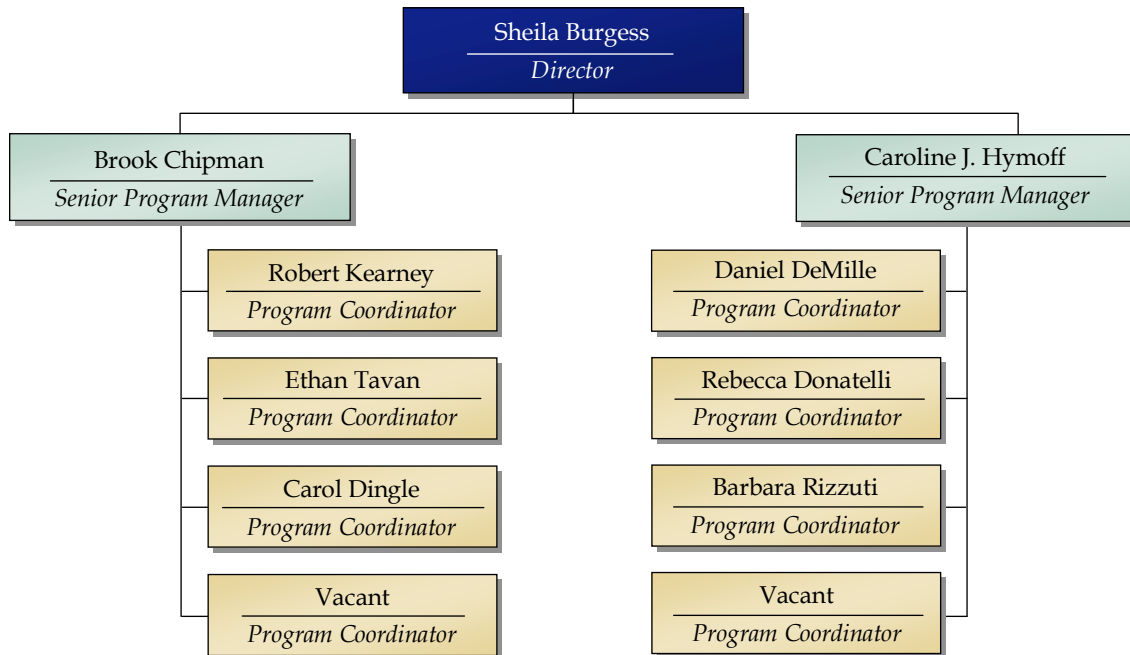
# 1.0 Introduction

## ■ 1.1 Highway Safety Performance Plan (HSPP) Calendar

January-March	Highway Safety Division reviews progress of FFY 2008 programs with senior staff at Executive Office of Public Safety and Security (EOPSS) as well as Federal, state, and local data and analyses to identify FFY 2009 key program areas; reviews National Highway Traffic Safety Administration (NHTSA) Region I response to the FFY 2008 HSPP and FFY 2007 Annual Report and recent NHTSA Assessments; reviews spending patterns and revenue estimates.
April-May	With senior staff at EOPSS, Highway Safety Division staff conducts strategic planning/listening sessions with key stakeholders to generate project proposals from them within each program area for senior staff review and acceptance. The division reviews proposals for funding consideration resulting from EOPSS-HSD web site posting at <a href="http://www.mass.gov/highwaysafety">www.mass.gov/highwaysafety</a> . The division also generates its own project proposals for senior staff review and acceptance.
June-July	Draft the FFY 2009 HSPP for review and approval by senior staff at EOPSS.  Conduct presubmission meeting with NHTSA Region I. Obtain any updates to previously reviewed Federal, state, and local data and analyses.
August	With approval of senior staff at EOPSS, submit the final plan to NHTSA and Federal Highway Administration.
September	Conduct bidders conferences and begin to issue Requests for Responses/Quotes and Applications for Grant Funding in anticipation of NHTSA's approval of plan.
October	Begin to implement and award grants and contracts. Start work on the FFY 2008 Annual Report.

## ■ 1.2 Executive Office of Public Safety and Security, Office of Grants and Research, Highway Safety Division Organizational Chart

Figure 1.1 Highway Safety Division



## ■ 1.3 Mission Statement

The mission of the Executive Office of Public Safety and Security (EOPSS), Office of Grants and Research, Highway Safety Division is to use its federal highway safety grant funds to assist or conduct efforts to reduce fatalities, injuries, and economic losses from motor vehicle crashes on Massachusetts roadways.

## ■ 1.4 Executive Summary

Within the Commonwealth of Massachusetts, the EOPSS' Highway Safety Division is responsible for planning, implementing, and evaluating highway safety projects with Federal funds. The division also works to coordinate the efforts of Federal, state, and local organizations involved in highway safety in Massachusetts.

This Highway Safety Performance Plan (HSPP) for Federal Fiscal Year (FFY) 2009 serves as the Commonwealth of Massachusetts' application to the National Highway Safety Traffic Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This HSPP also reflects programs that will be conducted with grant funds previously received but unspent under SAFETEA-LU or from the proceeding Federal funding legislation. Other funding sources include a Highway Safety Division/EOPSS cooperative agreement with NHTSA for the Fatal Analysis Reporting System project and Office of Juvenile Justice Delinquency Prevention grants to enforce underage drinking laws and to conduct related educational programs.

The Highway Safety Division uses a data-driven strategic planning approach to accomplish its mission. The HSPP first outlines the problem identification process and data sources used to identify as well as prioritize the highway safety program areas to be addressed by the Highway Safety Division in FFY 2009. The HSPP then presents in detail the data and analyses that support the selection of the key program areas. For each key program area, there follows specific problem identification information that is used to support appropriate goals, objectives, and performance measures. The next section of the HSPP has related project tasks for all program areas as well as the Highway Safety Division's program management functions. The specific dollar amounts for each task provided in this section are for planning purposes only, subject to change, and based on the availability of the applicable Federal funds. Overall budget information as well as state certifications and assurances are at the end of the HSPP.

The overall goal of the division's FFY 2009 work is to reduce the Massachusetts motor vehicle-related fatality rate per 100 million vehicle miles traveled (VMT) from 0.78 in 2006 to 0.76 in 2009.

While Massachusetts in 2006 had the nation's lowest fatality rate per 100 VMT at 0.78, unfortunately that year there still were 429 motor vehicle-related fatalities and 4,579 incapacitating injuries on our roadways as shown in Table 1.1.

The difference between a fatality and serious injury is often the time required to receive medical attention. In Massachusetts, this time tends to be short because of its small size and the high number of top-notch hospital and care facilities spread throughout the Commonwealth. This situation is one of the primary reasons Massachusetts has such a low motor vehicle-related fatality rate.

**Table 1.1 Massachusetts Fatalities and Incapacitating Injuries**

Year	2003	2004	2005	2006
Fatalities (Actual)	462	476	441	429
Fatality Rate/(100 Million VMT)	0.86	0.87	0.80	0.78
Serious/Incapacitating Injuries (Actual)	5,370	5,033	5,052	4,579

### FFY 2008 Highlights

- With EOPSS-Highway Safety Division funding, the Massachusetts State Police (MSP) obtained a second Breath Alcohol Testing (BAT) Mobile in December 2007. In FFY 2008, as of August 1, 2008, there had been 49 MSP-led checkpoints and related saturation patrols (all but one checkpoint involved the BAT Mobiles) resulting in 416 arrests by state and local police.
- The Massachusetts Legislature did not address a pending primary safety belt law during its formal 2008 session, though an active grass roots coalition did make an effort to pass this critical safety legislation. It is unlikely this bill will be considered during the remaining months of 2008 as the Legislature is in informal session.
- On April 11, 2008, Governor Deval Patrick signed a booster seat enhancement to the Massachusetts Child Passenger Safety Law that went into effect on July 10, 2008. This law upgrade qualified Massachusetts for \$370,634 Section 2011 funds for child passenger safety programming in FFY 2008.
- The Highway Safety Division's June 2008 statewide safety belt survey showed there had been a two percent decrease in safety belt use in Massachusetts between 2007 and 2008, with the latest rate at 67 percent.
- The death toll for teen drivers in Massachusetts dropped by a third in the year following the early 2007 implementation of stricter Massachusetts Junior Operator License (JOL) Law. The division continues to assist the Registry of Motor Vehicles to promote the upgraded law.
- The passage of a stricter drag/street racing law in early 2008 is anticipated to have a positive impact on young driver fatalities and injuries.
- During spring 2008 the Highway Safety Division along with government and corporate partners conducted a Safe Prom and Graduation Campaign. The centerpiece of the initiative was a contest for high school students to submit 30-second videos with messages of safe driving, seat belt use, and avoidance of alcohol and other drugs.

Video submissions were available for viewing on-line and the winning video from Bay Path VOC-Tech High School in Charlton was highlighted at two public events.

- The division continued its service on the Executive Leadership Committee of the MassHighway-led Massachusetts Strategic Highway Safety Plan effort in FFY 2008.
- The division worked with a growing number of Federal, state, and local partners to continue its successful statewide series of “Click It or Ticket” (CIOT), “Drunk Driving. Over the Limit. Under Arrest” (DDOLUA) and “Road Respect” (RR) Mobilizations.
- The Highway Safety Division awarded traffic enforcement grants to 66 percent of 371 municipal and campus police departments to support their participation in its CIOT, DDOLUA, and RR Mobilizations. An additional department signed up to support these mobilizations on a voluntary basis. Special efforts continued to reach diverse populations during the mobilizations.
- The division and its partners continued to implement key suggestions from the 2005 NHTSA Impaired Driving Assessment and the 2007 NHTSA Occupant Protection Assessment.
- With assistance from its traffic records contractor, the Massachusetts Traffic Records Coordinating Committee (TRCC), and NHTSA Region I, the Highway Safety Division submitted an application for FFY 2008 Section 408 funding and received \$500,000. Applications also were submitted for FFY 2008 Section 2010, 2011 (\$370,634 awarded), 405 (\$583,505 awarded), and 410 funding and well as two NHTSA cooperative agreements to increase safety belt use.
- To recognize traffic safety accomplishments of state and local police, the Highway Safety Division conducted its annual Massachusetts Law Enforcement Challenge in cooperation with the Massachusetts Chiefs of Police Association. Twenty-four local communities and the Massachusetts State Police were recognized at a ceremony in May 2008. HSD secured donations of 25 prizes of considerable value from vendors.

## **FFY 2009 Highlights**

- Increasing safety belt use to 70 percent and decreasing alcohol-related fatalities to 40 percent of all motor vehicle-related fatalities will be the major FFY 2009 goals for the Highway Safety Division.
- The division will expand our partnerships with a growing number of Federal, state, and local organizations to achieve greater implementation of its statewide series of CIOT, RR, and DDOLUA Mobilizations. To address the 2008 drop in state safety belt use, the division will enhance its November 2008 CIOT Mobilization and change the focus of its July 2009 Mobilization from DDOLUA to CIOT. Further, the division will enhance its use of the CIOT National Model during its CIOT Mobilizations by expanding its Law Enforcement Liaison work, by increasing enforcement of the safety belt and child safety seat laws, and returning to a high-visibility enforcement media message.

- To assist its mobilization efforts, the Highway Safety Division will expand the Massachusetts Law Enforcement Challenge in partnership with the Massachusetts Chiefs of Police Association and the State Police.
- To assist in the implementation of underage driving efforts, the Highway Safety Division will launch a statewide grant opportunity for colleges, universities, local police, and campus police departments in the Commonwealth. Funding will be provided to Offices of the state District Attorneys to conduct five Underage Drinking Law Enforcement Conferences on a statewide level. These initiatives are based on the NHTSA and OJJDP “best practices.”
- Highway Safety Division will assist with the implementation and updating of the MassHighway-led Massachusetts Strategic Highway Safety Plan in FFY 2009.

### **Highway Safety Division Partnerships**

The division is involved in many partnerships to enhance highway safety in Massachusetts. Examples of these types of partnerships include:

- Executive Office of Transportation-led (EOT) Safe Routes to School Advisory Committee;
- EOT-led Statewide Bicycle and Pedestrian Advisory Committee;
- MassHighway-led Strategic Highway Safety Plan’s Executive Leadership Committee;
- MassHighway-led Safety Tips Committee;
- University of Massachusetts-led (UMASS) CODES Advisory Board;
- UMASS-led Commercial Motor Vehicle Data Quality Committee;
- Massachusetts Department of Public Health-led (MDPH) Emergency Medical Care Advisory Board;
- MDPH-led Massachusetts Prevent Injury Now Network Committee;
- MDPH-led Partnership for Passenger Safety Committee;
- Registry of Motor Vehicles-led (RMV) Impaired Driving Advisory Board;
- RMV-led Junior Operator Law Committee;
- Massachusetts Coalition for Adolescent Road Safety (MassCARS); and
- Not-for-profit and for-profit advocacy groups addressing bicycle and pedestrian safety, in addition to motor vehicle-related risk-taking behaviors and issues.

## 2.0 Highway Safety Problem Identification Introduction

This HSPP for FFY 2009 has been developed in coordination with the following plans:

- Massachusetts' Strategic Highway Safety Plan (FFY 2008);
- NHTSA Region I Action Plan (FFY 2008 and draft FFY 2009);
- Massachusetts' Commercial Vehicle Safety Plan (FFY 2008);
- NHTSA's Impaired Driving Assessment for Massachusetts (FFY 2005);
- NHTSA's Occupant Protection Assessment for Massachusetts (FFY 2007);
- Massachusetts' Section 408 Application/Strategic Traffic Records Plan (FFY 2008);
- NHTSA's Countermeasures That Work Volume Three;
- Centers for Disease Control's Community Guide; and
- Pacific Institute for Research and Evaluation's Best Practice Guide.

### ■ 2.1 Problem Identification Process

The Highway Safety Division used a variety of data sources presented in Table 2.1 to pinpoint areas of concern warranting attention from Massachusetts' highway safety professionals in FFY 2009. This process is outlined below.

1. **General Problem Identification.** This step uses ongoing exchanges or special "listening sessions" with key Federal, state, and local partners to identify major highway safety areas of concern. These areas are then used to guide the subsequent analyses.
2. **Selection of Program Areas.** This step uses analyses of major available data sources to confirm the general decisions regarding major areas of concern made in the first step. These data sources are described in Table 2.1.
3. **Program Area Analyses.** During this step, more detailed analyses of the above-mentioned data sources as well as other sources (for instance, telephone surveys) are done to develop a deeper understanding of program areas.

4. **Determination of Goals, Objectives, Performance Measures, and Tasks.** During this step, all of the above work is used to set reasonable goals, objectives, plus performance measures, and also to develop tasks for the program areas in order to allocate the Highway Safety Division's limited resources where they can be most effective. This step requires a deep knowledge of the demographics, laws, policies, and partnering opportunities and limitations that exist in the Commonwealth.

**Table 2.1 Data Used for FFY 2009 HSPP Problem Identification**

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality	Fatality Analysis Reporting System	National Highway Traffic Safety Administration	2002 to 2006
Crash Fatality and Injury	Massachusetts Crash Data System	Massachusetts Registry of Motor Vehicles	2002 to 2006
Hospital Discharge	Inpatient Discharge Data	Massachusetts Department of Public Health	2006
Violation	Massachusetts Citation Data	Massachusetts RMV/Merit Rating Board	2003 to 2007
Safety Belt Use	Massachusetts Safety Belt Use Observation Data	Highway Safety Division	2006 to 2008
Safety Belt and Impaired Driving	State Telephone Survey Data	Highway Safety Division	2004 to 2007
Licensed Drivers, Registrations and VMT	Highway Statistics	Federal Highway Administration (FHWA)	2006
Underage Alcohol and Safety Belt Use	State In-person Survey Data	Massachusetts Department of Public Health	2001 to 2007
Driving Under the Influence	Crime Statistics	Federal Bureau of Investigation	2004 to 2006

The crash data used in this HSPP may not be consistent with the data reported by the NHTSA's Fatality Analysis Reporting System due to variations in data availability and to data quality improvements.



## ■ 2.2 Massachusetts Characteristics

Massachusetts is the 44<sup>th</sup> largest state with a land area of approximately 10,555 square miles and 351 cities and towns. Despite its small geographic size, Massachusetts is the 14<sup>th</sup> most populated state. In 2006, the Commonwealth's population was 6,437,193,<sup>1</sup> resulting in a population density of approximately 820 persons per square mile of land. Massachusetts is the most populous of the six New England states. The highest population concentrations are in the eastern third of the State. In addition to the high concentration around the state capital and most populous city in the east, Boston, smaller pockets of population density also exist around the second and third largest cities, Worcester in central Massachusetts and Springfield in western Massachusetts.

More than 73 percent of the Commonwealth's residents were licensed drivers in 2006, representing a total of 4,711,735<sup>2</sup> licensed drivers. Other key demographic facts based on U.S. Census data include:

- Eighty-two percent of the population is greater than 15 years of age compared with 79 percent nationally;
- Age distribution: child (0 to 15 years old): 18.6 percent; adult (16 to 64 years old): 68.1 percent; older persons (65+): 13.3 percent;
- Noncaucasians account for 17.2 percent of the population; 20.2 percent of the population speak a foreign language other than English in the home; 14.5 percent of the total population is foreign born;
- The three largest minority populations in Massachusetts as of 2006 in rank order are Hispanic/Latinos, African Americans, and Asians; and
- Estimated U.S. Census data reveals the number of immigrants living in Massachusetts households increased more than 15 percent between 2000 and 2006. This increase consisted mainly of Hispanics and other Latin Americans and was concentrated in urban areas.

The Massachusetts economy has become increasingly reliant on academic/research, tourism, high-tech, and financial services and less reliant on the manufacturing industry. Tourist destinations on Cape Cod and in the Berkshires as well as over 120 public and private colleges and universities create significant seasonal increases in the population both statewide and regionally. County government is virtually nonexistent except as geographic definitions. In general, at the local level administrative and legislative powers rest with

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<sup>1</sup> U.S. Census Bureau – Population Division, July 2007.

<sup>2</sup> FHWA – Office of Highway and Policy Information, Highway Statistics 2006.

mayors and city councils, town managers, and boards of selectmen. The counties detailed in Table 2.2 have been used in this HSPP for purposes of localizing the traffic safety statistics.

**Table 2.2 Counties of Massachusetts**

County	County Population, per 2006 U.S. Census	County	County Population, per 2006 U.S. Census
Barnstable	224,816	Hampshire	153,471
Berkshire	131,117	Middlesex	1,467,016
Bristol	545,379	Nantucket	10,240
Dukes	15,515	Norfolk	654,753
Essex	735,958	Plymouth	493,623
Franklin	72,183	Suffolk	687,610
Hampden	460,520	Worcester	784,992

To accommodate the travel demands of this population, Massachusetts has a roadway infrastructure consisting of over 38,400 miles of roadway, including portions of 13 interstates with 566 miles. The major roadways consist of Interstates 90 (the Massachusetts Turnpike), 91, 93, 95, and 495. In 2007, motorists in Massachusetts traveled over 550,000 million miles.

## ■ 2.3 Normalizing Data and Major Statistics

The values identified in Table 2.3 are used in the remainder of the report to normalize Massachusetts and national safety data.

**Table 2.3 Base Data for Massachusetts and United States**

	2003		2004		2005		2006	
	MA	U.S.	MA	U.S.	MA	U.S.	MA	U.S.
Population (100K) <sup>a</sup>	64.33	2,908	64.17	2,937	63.98	2,965	64.37	2,994
VTM (100M) <sup>a</sup>	537.10	28,900	547.70	29,650	554.60	29,890	551.36	30,140
Licensed Drivers (100K) <sup>a</sup>	46.46	1,962	46.46	1,989	46.12	2,006	47.11	2,028
<b>Total Fatalities</b>	<b>462</b>	<b>42,884</b>	<b>476</b>	<b>42,836</b>	<b>441</b>	<b>43,510</b>	<b>429</b>	<b>42,642</b>

<sup>a</sup> MA Population, VMT, and Licensed Drivers obtained from FHWA Highway Statistics 2003 to 2006; U.S. Population, VMT, and Licensed Drivers obtained from FARS, June 2008.

Key Massachusetts crash data and trends are in Table 2.4.

**Table 2.4 Massachusetts Crash Data Trends**

<b>Year</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007<sup>c</sup></b>
Number of Motor Vehicle Crashes of All Types	139,038	141,681	138,632	154,084	149,860	121,892
Fatalities (Actual)	459	462	476	441	429	417
Fatality Rate/(100 Million VMT)	0.86	0.86	0.87	0.80	0.78	N/A
Fatalities – Male (Actual)	313	311	321	300	293	N/A
Fatalities – Female (Actual)	144	147	153	140	136	N/A
Number of Crash Injuries	56,562	57,455	55,500	57,833	54,921	43,628
Serious/Incapacitating Injuries (Actual)	5,279	5,370	5,033	5,052	4,579	N/A
Fatality and Serious/Incapacitating Injury Rate/(100 Million VMT)	10.77	10.86	10.06	9.90	9.08	N/A
Alcohol-Related Fatalities (Actual)	224	215	207	186	174	N/A
Percent of All Fatalities that are Alcohol-Related	49%	47%	43%	42%	41%	N/A
Alcohol-Related Fatality Rate/(100 Million VMT)	0.42	0.40	0.38	0.31	0.32	N/A
Blood Alcohol Content (BAC) = 0.08+ Fatalities (Actual)	191	172	186	162	153	N/A
Percent of Population Observed Using Safety Belts	51%	62%	63%	65%	67%	69%
Percent of Vehicle Occupant Fatalities Unrestrained	57%	55%	53%	57%	53%	N/A
Speed Fatalities (Actual)	176	156	158	146	148	N/A
Percent of All Fatalities that are Speed-Related	38%	34%	33%	33%	35%	N/A
Speed-Related Fatality Rate/(100 Million VMT)	0.33	0.29	0.29	0.26	0.27	N/A

**Table 2.4 Massachusetts Crash Data Trends (continued)**

<b>Year</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007<sup>c</sup></b>
Pedestrian Fatalities (Actual)	58	85	81	76	61	N/A
Pedestrian Serious/Incapacitating Injuries (Actual)	287	246	268	241	N/A	N/A
Bicyclist Fatalities (Actual)	6	11	11	5	6	N/A
Bicyclist Serious/Incapacitating Injuries (Actual)	84	70	94	74	N/A	N/A
Motorcyclist Fatalities (Actual)	58	35	60	54	50	N/A
Motorcyclist Serious/Incapacitating Injuries (Actual)	328	291	354	374	N/A	N/A
Young Driver Fatalities (Actual) <sup>a</sup>	74	65	83	78	76	N/A
Young Driver Serious/Incapacitating Injuries (Actual) <sup>a</sup>	884	874	889	815	N/A	N/A
Older Driver Fatalities (Actual) <sup>b</sup>	44	60	36	46	40	N/A
Older Driver Serious/Incapacitating Injuries (Actual) <sup>b</sup>	326	328	310	350	N/A	N/A

Source: Massachusetts Traffic Record Portal, December 2006; FARS, June 2008; 2002 to 2007 Massachusetts Safety Belt Use Observation Surveys; Crashes all types Massachusetts Registry of Motor Vehicles, July 2008.

<sup>a</sup> Young drivers are drivers age 16 to 24.

<sup>b</sup> Older drivers are drivers age 65+.

<sup>c</sup> Crash data for 2007, which includes preliminary data from RMV.

Note: (1) Some numbers reported in this FFY 2009 Highway Safety Performance Plan may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures/methodology.

(2) Any inconsistencies between total of male/female fatalities and overall reported fatalities for given year are due to gender that was either not being reported or was unknown on crash report.

Figures 2.1 through 2.10 illustrate select data shown in the table above in greater detail and include data points, a three-year moving average, and an associated trend line.

Figure 2.1 presents the number of motor vehicle fatalities in Massachusetts between 2002 to 2007. Since 2002, the number of fatalities has dropped from 459 to 417, a nine percent decrease. This decrease may be due in part to the development of more effective counter-measures related to motor vehicle safety, primarily focused on alcohol, speed, and safety belt program areas.

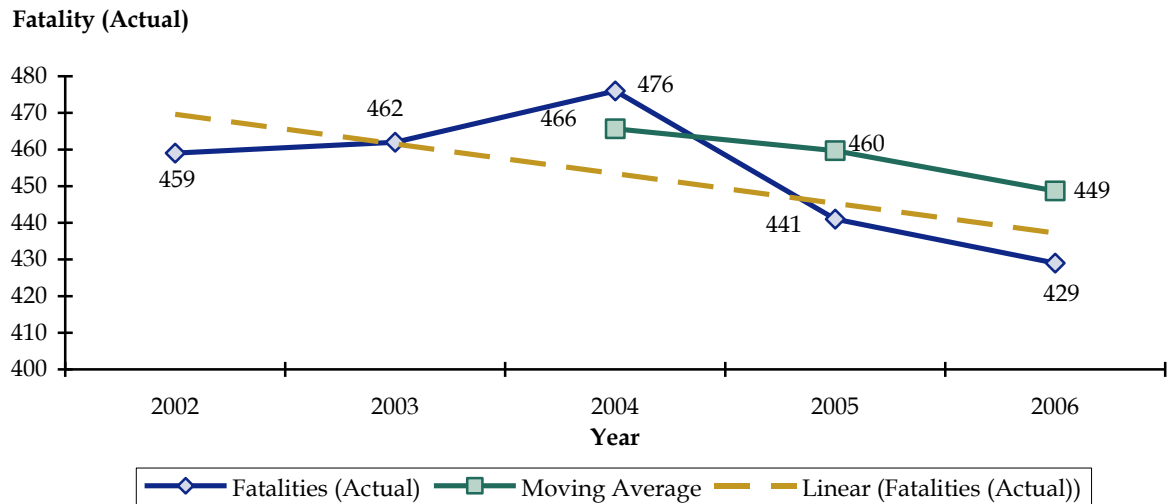
**Figure 2.1 Fatalities**

Figure 2.2 presents the motor vehicle fatality rate in Massachusetts per 100 million VMT between 2002 and 2006. Since 2004, the fatality rate per 100 million VMT has declined approximately 10 percent, from 0.87 to 0.78. During that time, motorists in Massachusetts have safely traveled almost 1,700,000 million miles.

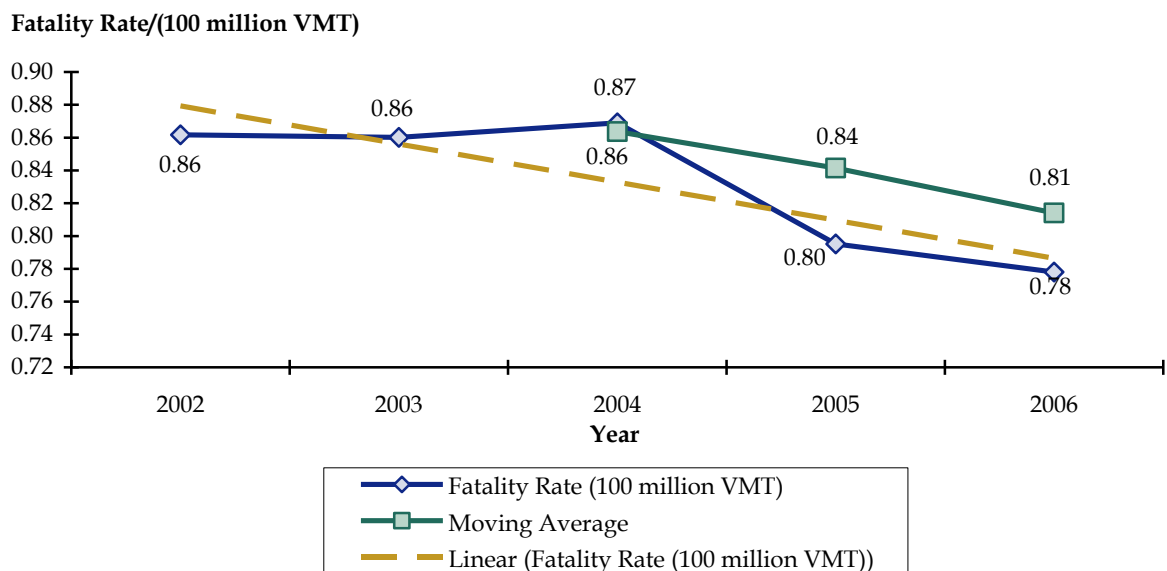
**Figure 2.2 Fatality Rate**

Figure 2.3 presents the number of alcohol-related fatalities in Massachusetts between 2002 and 2006. Since 2002, the number of alcohol-related fatalities has been on a steady decline from 224 to 174, a 22 percent decrease. This decrease may be due in part to new drunk driving laws as well as stricter enforcement of the laws (including increased number of checkpoints, increased fines, etc.) done in cooperation with more intense public outreach efforts to control driving under the influence crashes in Massachusetts.

**Figure 2.3 Alcohol-Related Fatalities**

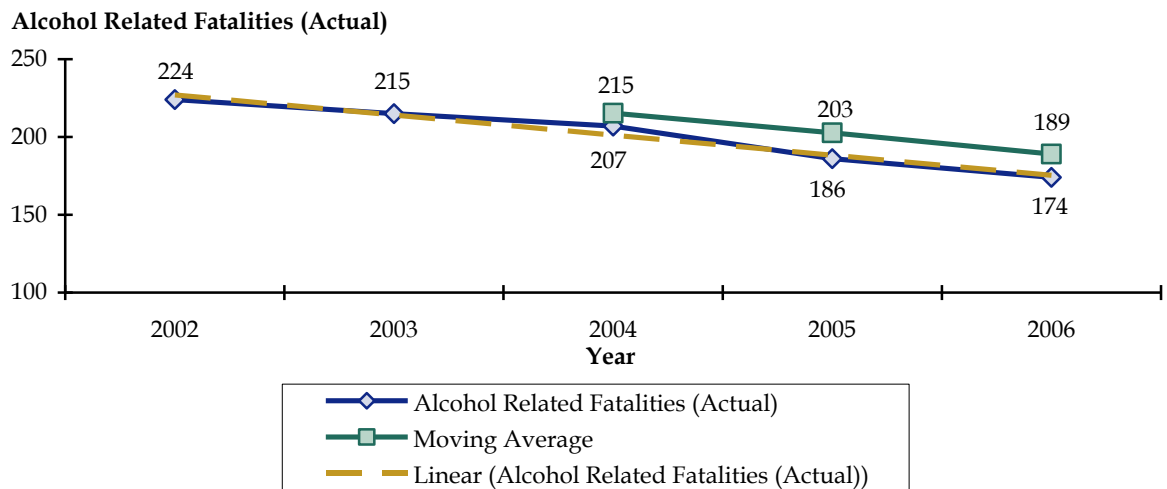


Figure 2.4 presents the number of alcohol-related fatalities in Massachusetts involving a motorist with a Blood Alcohol Content (BAC) of 0.08 or greater between 2002 and 2006. Since 2002, the number of alcohol-related fatalities has decreased from 191 to 153, a 20 percent decrease. However, while fatalities with a BAC of 0.08 or greater account for 36 percent of all Massachusetts motor vehicle fatalities, these fatalities account for 88 percent of all alcohol-related fatalities.

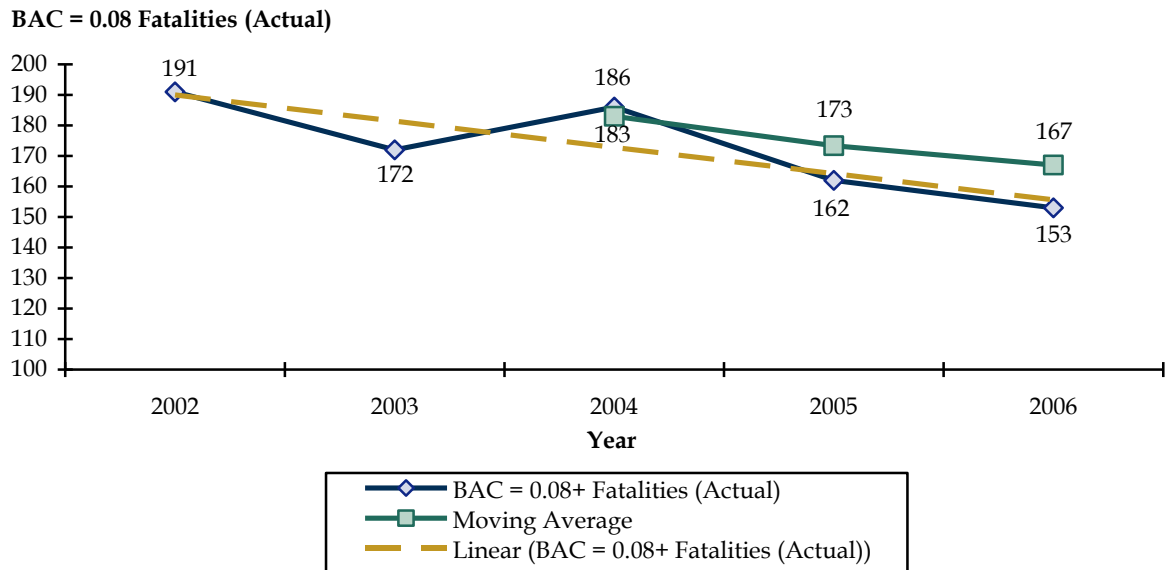
**Figure 2.4 BAC 0.08+ Fatalities**

Figure 2.5 presents the observed safety belt use rate in Massachusetts between 2002 and 2006. The rate in 2007 reached 69 percent but declined to 67 percent in 2008. Looking at safety belt use between 2002 and 2008, there has been an overall increase of 16 percent. The dramatic increase may be due in part to stricter enforcement of safety belt laws done in conjunction with more effective public outreach efforts to promote safety belt use in Massachusetts.

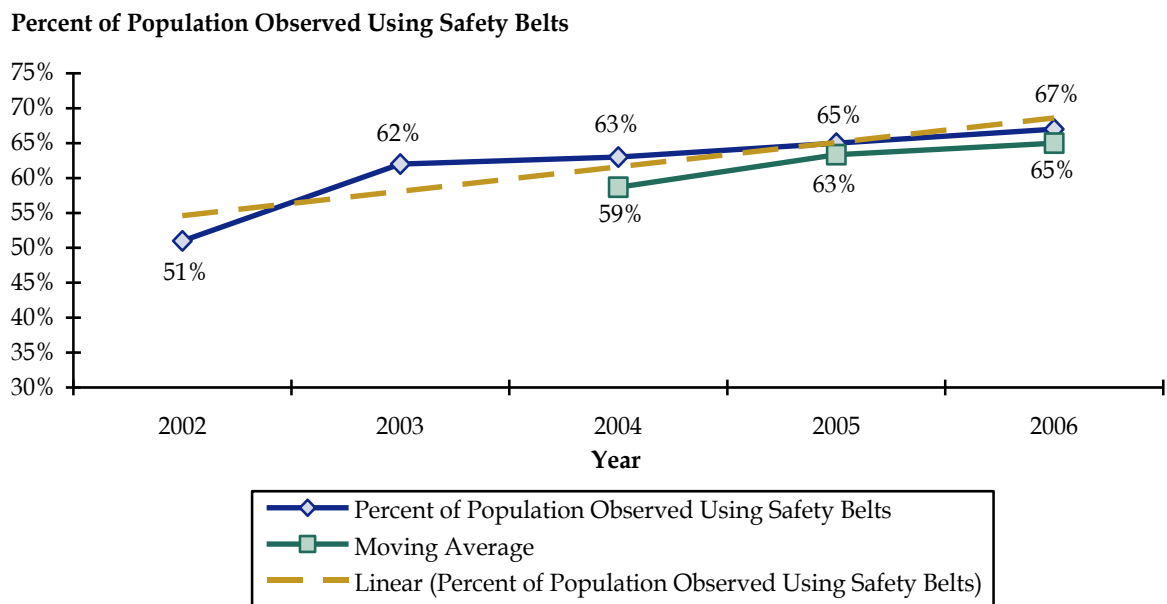
**Figure 2.5 Percent of Population Observed Using Safety Belts**

Figure 2.6 presents the number of nonmotorist fatalities in Massachusetts between 2002 and 2006. Nonmotorists include pedestrians, bicyclists, and persons riding other nonmotorized modes of transportation. Since 2003, the number of nonmotorist fatalities has dropped over 29 percent. The decrease may be the result of more effective public outreach efforts to promote “road respect” to the motorist community in Massachusetts.

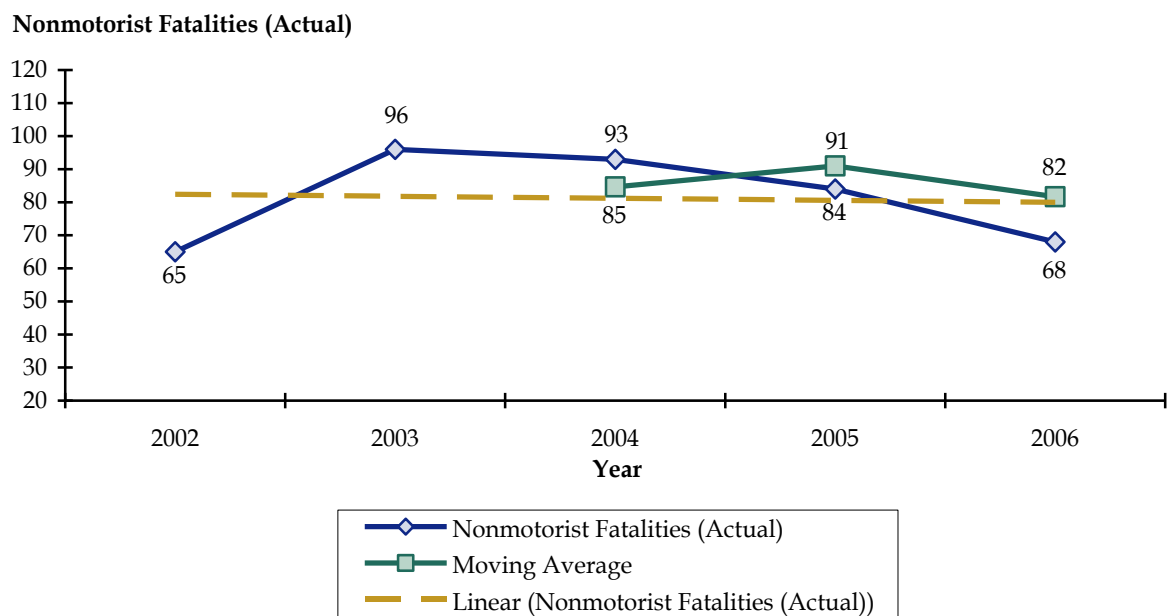
**Figure 2.6 Non-Motorist Fatalities**



Figure 2.7 presents the number of motorcyclist fatalities in Massachusetts between 2002 and 2006. Since 2003, the number of motorcyclist fatalities has decreased 17 percent. This decrease may be the result of stricter enforcement of motorcycle laws, which include helmet usage requirements. Also, there have been increasing public outreach efforts in Massachusetts to promote “road respect” when traveling on roadways with motorcycles and to promote helmet use to the motorcycle rider community.

**Figure 2.7 Motorcyclist Fatalities**

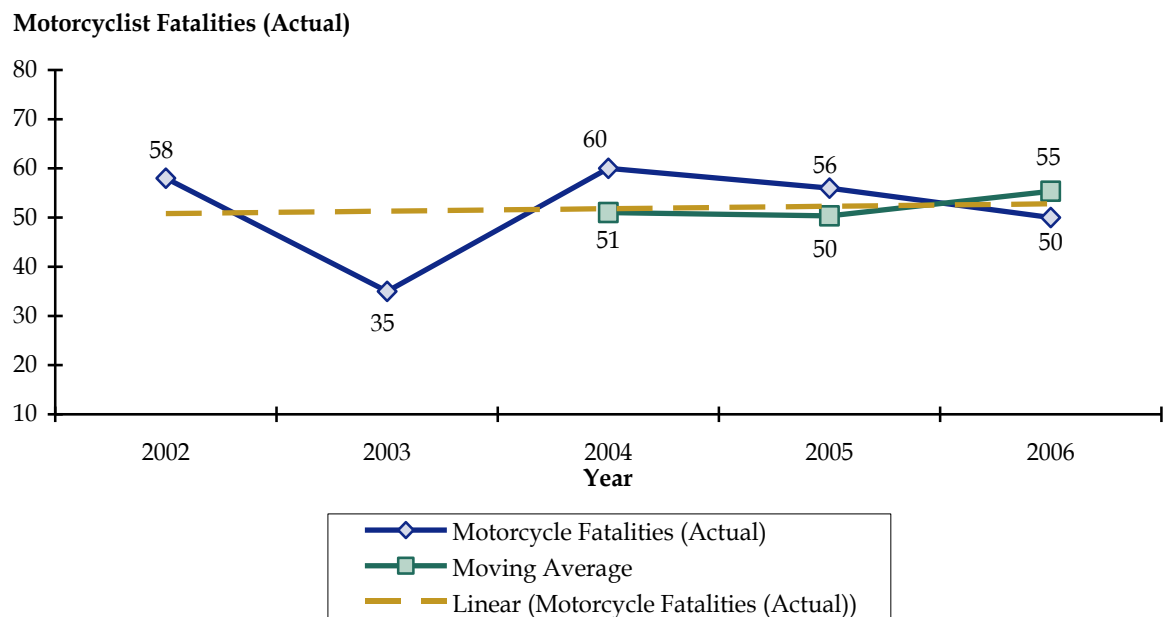


Figure 2.8 presents the number of speed-related fatalities in Massachusetts between 2002 and 2006. Since 2002, the number of speed-related fatalities has dropped steadily from 176 to 148, a 16 percent decrease. The decrease may be due in part to stricter enforcement of speeding laws done in coordination with extensive public information on the negative consequences of speeding and aggressive driving.

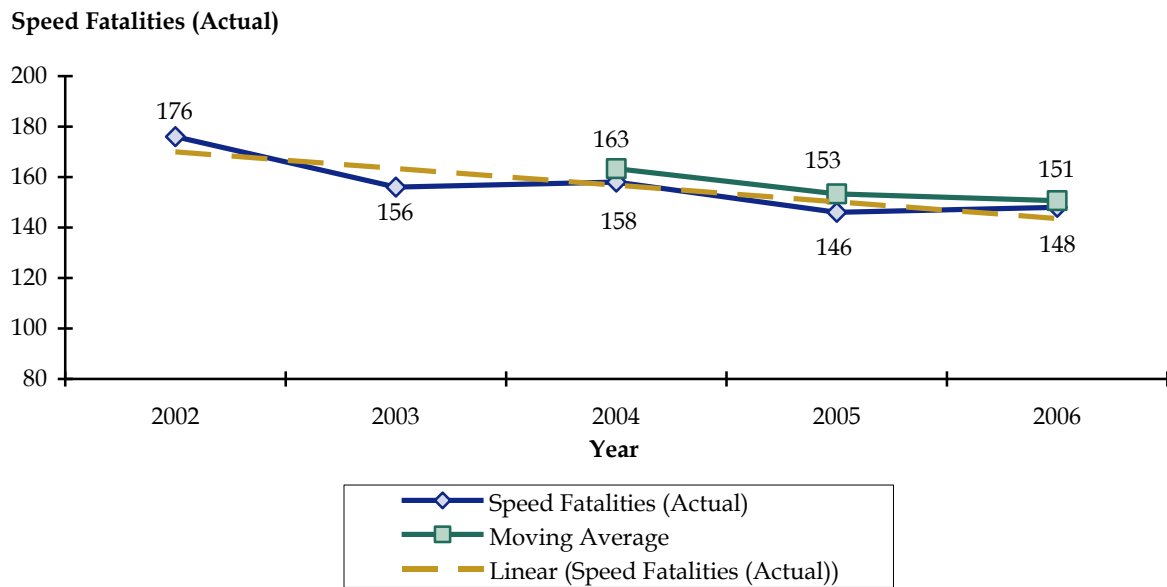
**Figure 2.8 Speed-Related Fatalities**

Figure 2.9 presents the number of young driver (ages 16 to 24) fatalities in Massachusetts between 2002 and 2006. Since 2004, young driver fatalities have declined only eight percent. However, the recent decline in fatalities may be due in part to stricter enforcement of the Massachusetts JOL and more targeted public outreach efforts to young drivers and their parents to raise motor vehicle safety awareness.

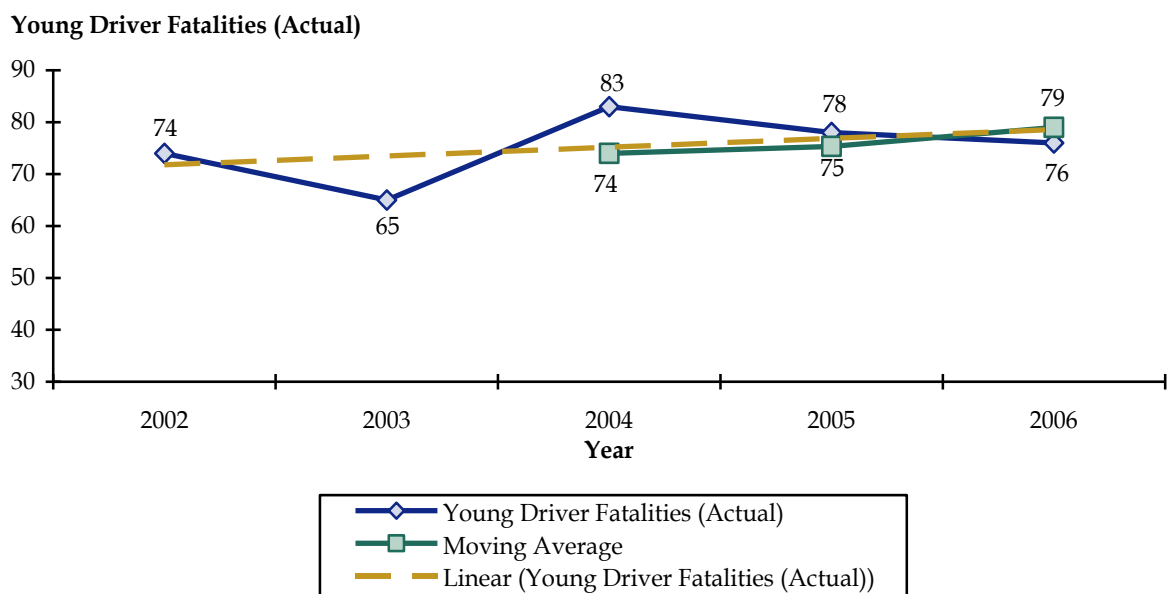
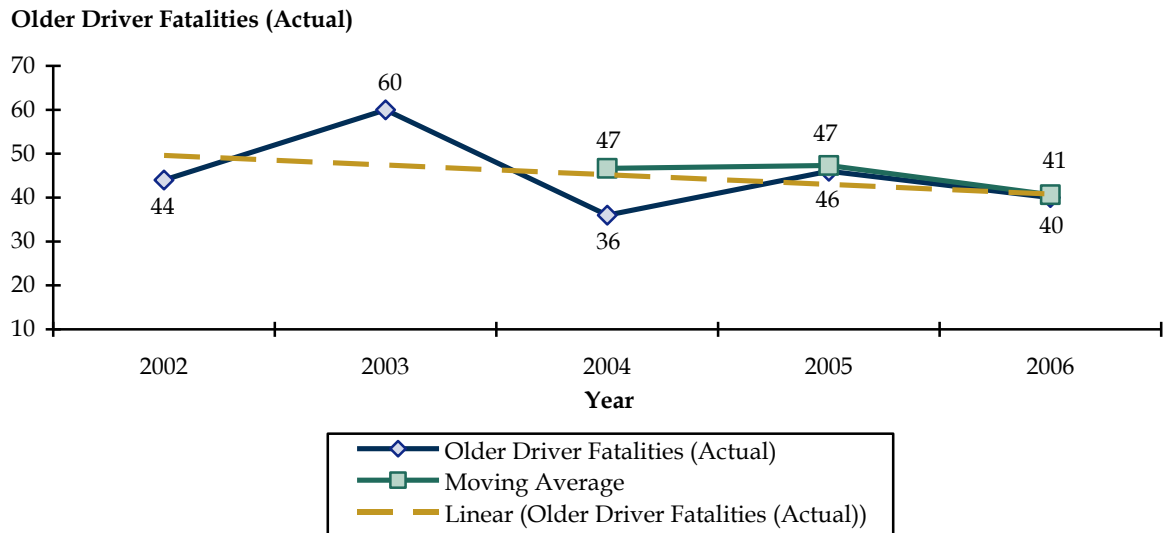
**Figure 2.9 Young Driver Fatalities**

Figure 2.10 presents the number of older driver (ages 65 or older) fatalities in Massachusetts between 2002 and 2006. Since 2003, older driver fatalities have declined 33 percent. This decline may be the result of more effective public outreach efforts to older drivers in order to raise their motor vehicle safety awareness.

**Figure 2.10 Older Driver Fatalities**



## ■ 2.4 Program Areas

The Highway Safety Division closely monitors national traffic safety trends to ensure its priorities are in line with NHTSA's, unless state or local data and analyses show the need for a different approach. Based on the problem identification information presented above, the Highway Safety Division has prioritized its FFY 2009 efforts based on the following program areas:

- Impaired Driving;
- Occupant Protection;
- Speed and Aggressive Driving;
- Higher Risk Transportation System Users:
  - Young and Older Drivers;
  - Pedestrians;

- Bicyclists; and
  - Motorcyclists.
- Traffic Records.

The reader will observe that there are other program areas in this document that are neither noted above nor reflected in the following problem identification sections; for instance, Police Traffic Services, Traffic Engineering Services, and Planning and Administration. These program areas do, however, have tasks associated with them in the Program Area (8.0) section of this document.

The reader also will note that while there is young driver problem identification content in Section 6.1 there is no corresponding part in the Program Area (8.0) section. This is because specific young driver-focused tasks are spread throughout the major program areas such as in impaired driving, occupant protection, as well as speed and aggressive driving.

## 3.0 Impaired Driving

### Goal

- Reduce alcohol-related fatalities from 41 percent in 2006 to 40 percent in 2009.
- Reduce BAC of 0.08 or greater alcohol-related fatalities from 36 percent in 2006 to 35 percent in 2009.

### Problem Identification and Analysis

Massachusetts continues to make progress in its efforts to reduce impaired driving. In 2003, Massachusetts adopted a 0.08 blood alcohol content (BAC) per se law. In 2005, Massachusetts further strengthened its drunk driving laws with the passage of “Melanie’s Law.” This legislation toughened our laws in particular against repeat offenders. Since December 2002, the Highway Safety Division has supported state and local police to conduct annually between two and three “Drunk Driving-Over the Limit-Under Arrest” (DDOLUA) Mobilizations following a NHTSA model.

These efforts are paying off. Alcohol-related fatalities in Massachusetts as a percentage of all motor vehicle-related fatalities dropped between 2002 and 2006, from 49 percent to 41 percent. The 2006 national rate was 41 percent. Alcohol-related fatalities in Massachusetts per 100 million VMT declined between 2003 and 2006, from 0.40 to 0.32. The 2006 national rate was 0.59. These numbers for Massachusetts, while the same or lower than the national numbers, still warrant that the Highway Safety Division treat impaired driving as a major highway safety program area in FFY 2009. Efforts in this area also will address drowsy driving.

### *Impaired Driving Fatalities*

Alcohol-related fatalities in Massachusetts have mirrored the national downward trend in recent years. Fatalities and the alcohol fatality rate per 100 million VMT dropped steadily between 2004 and 2006, while the percentage of all motor vehicle-related fatalities dropped by two percent during that timeframe as shown in Table 3.1.

**Table 3.1 Massachusetts Alcohol-Related Fatalities**

	2004	2005	2006
Total Alcohol-Related Fatalities (Actual)	207	186	174
Percent of all Motor Vehicle-Related Fatalities	43 %	42 %	41 %
Alcohol Fatality Rate per 100 million VMT	0.38	0.31	0.32

Source: Fatality Analysis Reporting System (FARS), June 2008.

Table 3.2 presents alcohol-related fatalities by BAC in Massachusetts. A driver with a BAC of 0.08 or greater is considered alcohol-impaired in all states. The 0.00 and 0.01 to 0.07 BAC ranges in alcohol-related fatalities have remained relatively steady from between 2004 and 2006, while the 0.08 BAC has dropped three percent.

**Table 3.2 Massachusetts Alcohol-Related Fatalities  
by Blood Alcohol Content**

	2004		2005		2006	
	Number	Percent	Number	Percent	Number	Percent
BAC = 0.00	269	56 %	255	58 %	256	60 %
BAC = 0.01-0.07	21	4 %	24	5 %	21	5 %
BAC = 0.08+	186	39 %	162	37 %	153	36 %

Source: Fatality Analysis Reporting System (FARS), June 2008.

### *Alcohol-Related Violations*

Table 3.3 presents alcohol-related violations in Massachusetts between 2005 and 2007. There was a slight increase in underage drinking violations and over 21 impaired driving violations between 2005 and 2006, but then a decrease from 2006 to 2007.

**Table 3.3 Massachusetts Alcohol-Related Violations**

	2005	2006	2007
Impaired Driving Violations <sup>a</sup>	17,962	18,791	14,955
Underage Drinking Violations <sup>b</sup>	2,286	2,449	2,286
<b>Total Violations</b>	<b>20,248</b>	<b>21,240</b>	<b>16,795</b>

Source: Merit Rating Board, December 2007.

<sup>a</sup> Comprised of Operating with a suspended License/OUI (90 23 J), DWI Liquor (90 24 DI), DWI Alcohol Program (90 24 D), Motor Vehicle Homicide/OUI Liquor (90 24 GF), Drink Open Container (90 24 I), DWI Serious Injury (90 24 L), Operating without an Ignition Lock (90 24 S), OUI with Child Endanger (90 24 VA).

<sup>b</sup> Comprised of Minor Purchase/Attempt Liquor (138 34 A), Liquor Purchase ID Card (138 34 B), Liquor Transported by Minor (138 34 C and 138 C LQ), Liquor Possession by Minor (138 34 V NS).

Figure 3.1 illustrates the data shown in Table 3.3.

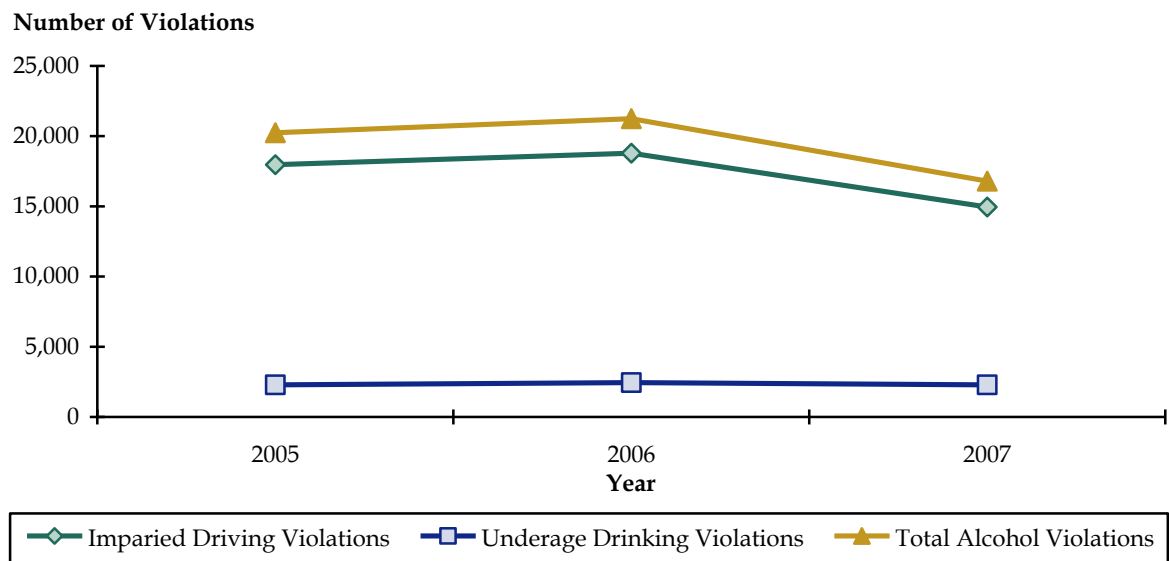
**Figure 3.1 Massachusetts Alcohol-Related Violations**

Table 3.4 presents alcohol-related arrests in Massachusetts between 2004 and 2006. There was a significant increase in all alcohol-related arrests for individuals under 18 years old between 2004 and 2006. For all other individuals, there was a steady increase in arrests related to liquor laws or public drunkenness between 2004 and 2006, while the number of driving under the influence (DUI) arrests dropped significantly from 2005 to 2006.

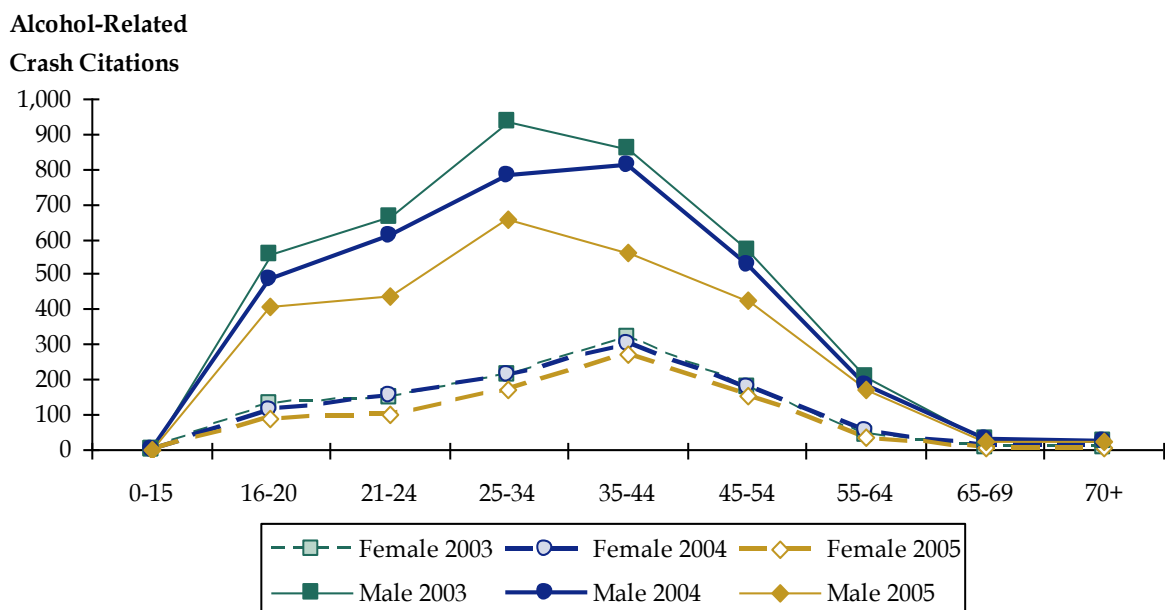
**Table 3.4 Massachusetts Alcohol-Related Arrests**

	2004		2005		2006	
	Under 18	All Others	Under 18	All Others	Under 18	All Others
Driving Under the Influence	119	9,378	140	11,195	143	8,359
Liquor Laws	816	3,111	757	3,557	1,049	4,575
Drunkenness	243	5,681	248	6,963	293	6,827

Source: Federal Bureau of Investigation, September 2007.

Please note that Figures 3.2 through 3.4 are based on citation data, not violation data. An alcohol-related citation involved at least one alcohol-related violation.

Figure 3.2 shows alcohol-related crash citations by gender and age for the period 2003 to 2005. Among females the number of such crashes dropped significantly in all categories of drivers between 2003 and 2005 especially among younger drivers. A similar trend occurred among male drivers, although they still account for a significant majority of these crashes in all age categories.

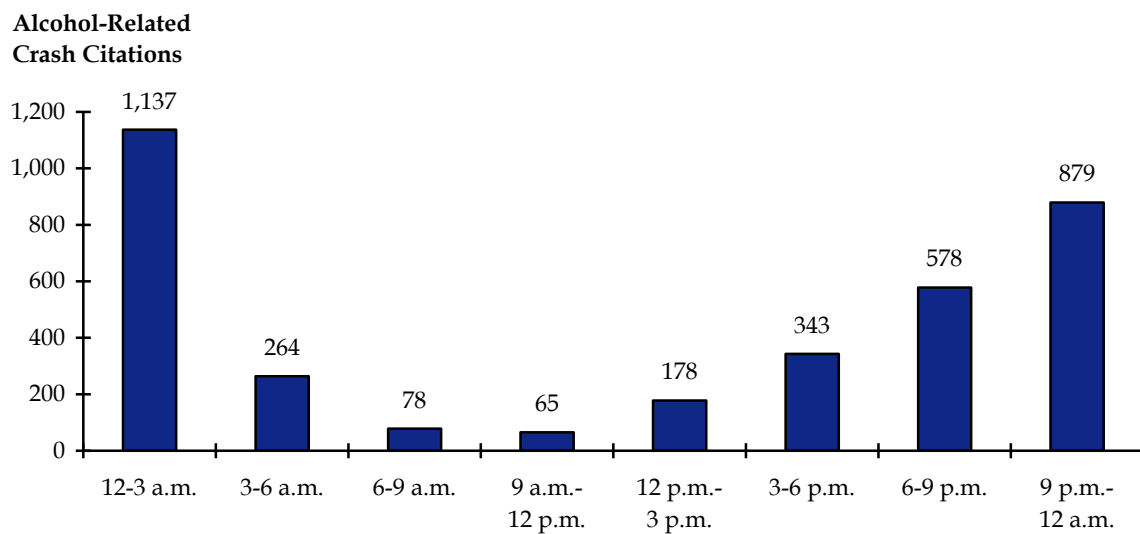
**Figure 3.2 Massachusetts Alcohol-Related Crash Citations**  
*by Age and Gender*

Source: Massachusetts Traffic Records Portal, August 2006.



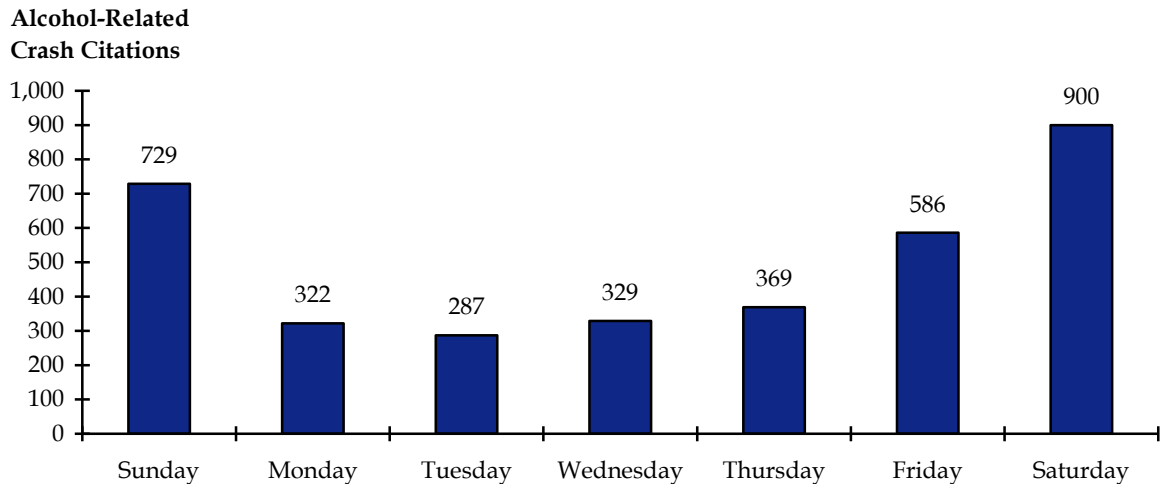
Figures 3.3 and 3.4 show the pattern of alcohol-related crash citations by time-of-day and by day-of-week. The largest number of such crashes occur during the late night hours of Friday night/Saturday morning and Saturday night/Sunday morning. The hours between 12 a.m. and 3:00 a.m. involve the largest number of crashes, coinciding with bar closing times. A relatively high number of crashes also occur late Sunday night but are significantly lower on Monday through Friday. Crashes during the late afternoon and evening hours are highest on Friday, Saturday, and Sunday.

**Figure 3.3 Massachusetts Alcohol-Related Crash Citations**  
*by Time-of-Day (2005)*



Source: Massachusetts Traffic Records Portal, August 2006.

**Figure 3.4 Massachusetts Alcohol-Related Crash Citations**  
by Day-of-Week (2005)



Source: Massachusetts Traffic Records Portal, August 2006.

### *Massachusetts Drunk Driving Survey Results*

Each year from 2004 through 2007, a statewide, 500-person telephone survey was conducted by the Highway Safety Division. The purpose was to determine reported behavior, awareness of, and attitudes towards drunk driving and related laws among Massachusetts licensed drivers. Table 3.5 summarizes key 2005 to 2007 survey findings.

**Table 3.5 Drunk Driving-Related Telephone Survey**

	2005	2006	2007
<b>Stricter Enforcement of Drunk Driving Law</b>			
Strongly Favor/Favor	90%	90%	91%
<b>Likelihood Drunk Drivers will be Stopped by Police</b>			
Very Likely	25%	24%	34%
Somewhat Likely	46%	44%	46%
<b>Police Increasing Enforcement Impact on Abstaining from Drinking and Driving</b>			
Much More Likely	44%	43%	34%
Somewhat More Likely	15%	21%	36%

Source: Highway Safety Division, June 2008.

## **Objectives and Performance Measures**

### ***Objectives***

1. Enhance and evaluate the impact of the DDOLUA Mobilizations.
2. Expand number of and evaluate impact of sobriety checkpoints.
3. Enlarge and evaluate the impact of efforts to reduce impaired driving by younger drivers and underage drinking.
4. Support law enforcement with training, equipment, and technical assistance aimed at increasing their effectiveness to combat impaired driving and underage drinking.

### ***Select Performance Measures***

1. Increase number of state police led sobriety checkpoints from anticipated 70 in FFY 2008 to 90 in FFY 2009 utilizing the two BAT Mobiles.
2. Increase number of local and campus police department enforcement grants during DDOLUA Mobilizations from 245 in FFY 2008 to 275 in FFY 2009.
3. Conduct first-time upgrade of Breath Test Units for evidence collection with 150 systems for cities and towns, state police, and municipal police training facilities. Utilize new advanced technology.
4. Increase number of local and campus police departments participating in underage drinking enforcement partnerships from four in FFY 2008 to minimum of 50 in FFY 2009.
5. Conduct awareness and education programs with evaluation component designed to encourage responsible decision-making and reduce alcohol use and abuse in minimum of 50 institutions of higher education in FFY 2009.
6. Conduct a NHTSA Standardized Field Sobriety Testing Assessment to determine statewide effectiveness of training programs and efforts.

## 4.0 Occupant Protection

### Goal

- Increase statewide safety belt use rate from the 2008 rate of 67 percent to 70 percent by 2009.

### Problem Identification and Analysis

Occupant protection refers to the use of safety belts, booster seats, and child safety seats by motor vehicle drivers and passengers. Massachusetts historically has one of the lowest statewide safety belt use rates in the country. In November 2002, the Highway Safety Division began supporting state and local police to conduct annually between two and three CIOT Mobilizations following a NHTSA model. The spring 2003 CIOT Mobilization enabled Massachusetts to increase its safety belt use from 51 percent to 62 percent – the highest statewide rate increase ever recorded. Between 2004 and 2007 annual gains were one or two percentage points leading to a rate of 69 percent by 2007. Unfortunately the FFY 2008 goal of 72 percent was not attained and the 2008 belt use rate was 67 percent.

The small gains in belt usage may be due in part to the weak secondary safety belt law in the Commonwealth. This type of law limits law enforcement to issuing safety belt violations to only after they have first stopped motorists for primary traffic violations, such as speeding. A primary safety belt law allows law enforcement to stop vehicles whenever unbelted drivers or passengers are observed. In 2007, nevertheless there were still 85,010 safety belt violations issued by state and local police in Massachusetts.

In 2008, the Massachusetts Legislature was unable to consider a primary enforcement safety belt bill. This means Massachusetts continues to be ineligible for a \$13.6 million grant offered through NHTSA's Section 406 incentive program. In April 2008, the Legislature did pass a booster seat enhancement to the Massachusetts Child Passenger Safety Law, effective July 10, 2008, that qualified Massachusetts for \$370,634 in grant funds under NHTSA's Section 2011 program. Due to the fact that safety belts remain the single most effective means of preventing death or injury as a result of a crash and that the Massachusetts belt use rate remains at an unacceptably low rate, the Highway Safety Division will continue to make occupant protection a major highway safety program area in FFY 2009.

### *Observed Safety Belt Use Rate*

The Commonwealth has historically lagged the national safety belt use rate by 13 and 14 percent as shown in Table 4.1. In 2007, Massachusetts' rate of 69 percent compared unfavorably to the average rate of 87 percent of states with primary belt laws and with the 73 percent rate of states with secondary belt laws.

**Table 4.1 Massachusetts Safety Belt Use Rates**  
2006 to 2008

		2006	2007	2008
Nationwide Belt Use		81%	82%	N/A
Statewide Belt Use		67%	69%	67%
Gender	Male	60%	62%	61%
	Female	74%	76%	74%
Age Group	Teen	59%	69%	59%
	Adult	67%	68%	66%
	Elder Adult	76%	78%	76%
Occupant Role	Driver	67%	67%	66%
	Front Seat Passenger	67%	72%	68%
Vehicle Type	Passenger Car	69%	71%	69%
	SUV	72%	71%	72%
	Van	71%	74%	70%
	Pick-Up Truck	49%	56%	49%
	Commercial Vehicle	51%	45%	
Functional Classification	Freeway	75%	77%	74%
	Arterial	70%	66%	66%
	Collector	64%	64%	60%
	Local		65%	
State of Vehicle Registration	Massachusetts	67%	67%	66%
	New Hampshire	67%	75%	69%
	Other State	76%	82%	78%
Region	Berkshire	77%	72%	71%
	Northeast	66%	67%	68%
	Western	69%	71%	69%
	Southeast	67%	65%	61%
	Central	68%	68%	65%

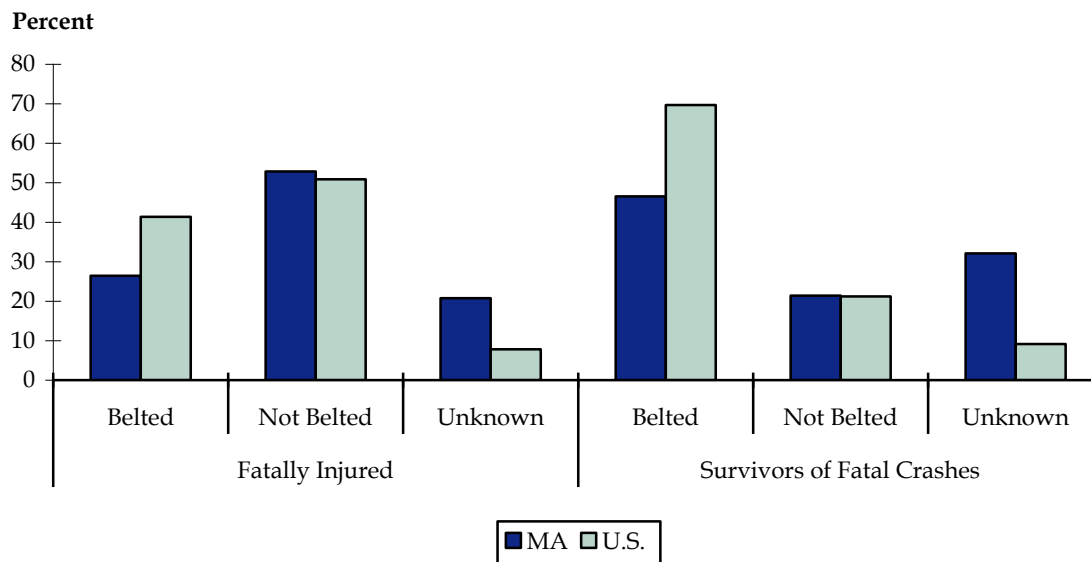
Source: Highway Safety Division's 2006 to 2008 Massachusetts Safety Belt Use Observations Surveys.

Note: All numbers above are weighted.

Several observations emerged from the comparison of 2007 to 2008 data. Overall safety belt usage decreased by two percent, from 69 percent to 67 percent. Teen usage decreased significantly, from 69 percent to 59 percent. The Berkshire region has the highest usage rate but experienced a slight decrease from 72 to 71 percent. This part of Massachusetts borders the primary belt law states of Connecticut and New York. Southeastern Massachusetts, historically with one of the lowest rates and consistently the subject of additional division attention, saw a decrease of four points to 61 percent.

The consequences of low belt use in Massachusetts are revealed in fatal crashes. Figure 4.1 presents belt use status for fatally injured vehicle occupants and survivors of fatal crashes in both the United States and Massachusetts during 2006. While 70 percent of survivors of fatal crashes at the national level were belted, only 47 percent of fatal crash survivors in Massachusetts were belted. Twenty-six percent of fatally injured occupants were belted while 53 percent were not belted in Massachusetts. Conversely, 47 percent of fatal crash survivors were belted while only 21 percent were not belted in Massachusetts.

**Figure 4.1 Safety Belt Use for Vehicle Occupants Involved in Massachusetts and U.S. Fatal Crashes**  
2006



Source: Fatality Analysis Reporting System (FARS).

Table 4.2 presents motor vehicle crash ejections in Massachusetts from 2003 to 2005. Consistently, an overwhelming number of ejections were males.

**Table 4.2 Massachusetts Motor Vehicle Crash Ejections**

	2003	2004	2005
Partial and Total Ejections	2,388	2,202	2,425
Female	31%	27%	28%
Male	65%	70%	70%

Source: Massachusetts Traffic Records Portal.

When compared by age, there is a noticeably higher rate of ejection per 100,000 population for 18- to 24-year-olds.

### *Safety Belt Violations*

Table 4.3 presents safety belt and child safety violations issued along Massachusetts state- and local-controlled roadways.

**Table 4.3 Massachusetts Safety Belt and Child Safety Seat Violations**

	2005	2006	2007
Safety Belt Violations <sup>a</sup>	79,965	82,125	80,948
Child Safety Seat Violations	3,702	4,298	4,062
<b>Total Safety Violations</b>	<b>83,667</b>	<b>86,423</b>	<b>85,010</b>

Source: Merit Rating Board, July 2008.

<sup>a</sup> Comprised of Seatbelt Violation (90 13A) and Seatbelt (90 7BB).

Since the inception of CIOT mobilizations in 2002, safety belt usage has been a top priority for the Highway Safety Division. The division has focused the majority of its occupant protection funding and staff time on its CIOT Mobilizations and related activities. From 2005 to 2007, while the number of safety belt and child safety seat violations has generally been constant, statewide safety belt use has increased from 65 to 69 percent.

### *Massachusetts Safety Belt Telephone Survey Results*

Each year between 2004 and 2007, 500-person statewide telephone surveys were conducted by the Highway Safety Division to determine reported behavior, awareness of, and attitudes towards safety belts and related laws among Massachusetts licensed drivers. Table 4.4 summarizes key survey findings.

**Table 4.4 Safety Belt-Related Telephone Survey**

	2004	2005	2006	2007
Massachusetts Residents Aware of Safety Belt Law	93%	91%	81%	87%
<b>Stricter Enforcement of Safety Belt Law</b>				
Strongly Favor/Favor	72%	76%	76%	79%
<b>Likelihood Unbelted Adults will be Ticketed by Police</b>				
Very or Somewhat Likely	61%	37%	34%	57%
<b>Police Ticketing Those Unbelted Impact on Safety Belt Use Decision</b>				
Much More or Somewhat Likely	62%	80%	65%	81%

Source: Pre and Post CIOT Survey Results, Highway Safety Division, 2004 to 2007

## Objectives and Performance Measures

### *Objectives*

1. Enhance and evaluate the impact of the CIOT Mobilizations.
2. Expand and evaluate CIOT-related communications and community educational initiatives among diverse populations.
3. Enlarge and evaluate the impact of efforts to increase safety belt use by younger drivers and passengers.
4. Enhance and evaluate the impact of efforts to increase proper use of child safety seats, including booster seats.
5. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to increase occupant protection use.

### *Select Performance Measures*

1. Increase number of local police and campus department enforcement grants during CIOT Mobilizations from 245 in FFY 2008 to 275 in FFY 2009.
2. Conduct a Child Passenger Safety Conference for up to 500 attendees in FFY 2009.
3. Increase number of child passenger safety equipment grants to minimum of 100 in FFY 2009.



4. Maintain approximately 600 certified child passenger safety technicians in Massachusetts in FFY 2009.
5. Expand on Teen Safe Driving Program of the Registry of Motor Vehicles and Department of Public Health.
6. Conduct Older Driver Summit with state agencies and traffic safety partners.
7. Implement Grammar/Middle School Traffic Safety Pilot Program.
8. Implement Hispanic Community Traffic Safety Pilot Program.

## 5.0 Speed and Aggressive Driving

### Goal

- Reduce the percentage of speed-related fatalities from 35 percent in 2006 to 34 percent in 2009.

### Problem Identification and Analysis

Speed-related fatalities and injuries are a significant highway safety problem often overshadowed by the high-profile attention given to occupant protection and impaired driving both at the national and state level. To combat this problem, the Highway Safety Division conducts a speeding and aggressive driving countermeasure each spring, the RR Mobilization, that follows the NHTSA model for CIOT and DDOLUA.

In Massachusetts, 35 percent of crash fatalities were speed-related in 2006, which surpassed the national rate of 31 percent. The higher percentage of speed-related fatalities in Massachusetts as compared to the nation confirms that the Highway Safety Division should continue to treat speeding and aggressive driving as a major highway safety program area in FFY 2009. Efforts in this area also will address distracted driving.

### *Speed-Related Fatalities*

Table 5.1 presents speed-related fatalities in Massachusetts. The actual number of speed-related fatalities and the speed fatality rate per 100 million VMT have dropped between 2004 and 2006. However, the percent of speed-related motor vehicle fatalities has increased two percent in that same timeframe.

**Table 5.1 Massachusetts Speed-Related Fatalities**

	2004	2005	2006
Speed-Related Fatalities (Actual)	158	146	148
Percent of All Motor Vehicle Fatalities	33%	33%	35%
Speed Fatality Rate per 100 Million VMT	0.29	0.26	0.27

Source: Fatality Analysis Reporting System (FARS), June 2008.

### *Speed-Related Violations*

Both speeding and aggressive driving violations saw slight increases during 2006, as shown in Table 5.2

**Table 5.2 Massachusetts Speeding Violations**

	2005	2006	2007
Speeding Violations <sup>a</sup>	299,603	313,661	305,419
Aggressive Driving Violations <sup>b</sup>	177,309	180,461	176,516

Source: Merit Rating Board, July 2007.

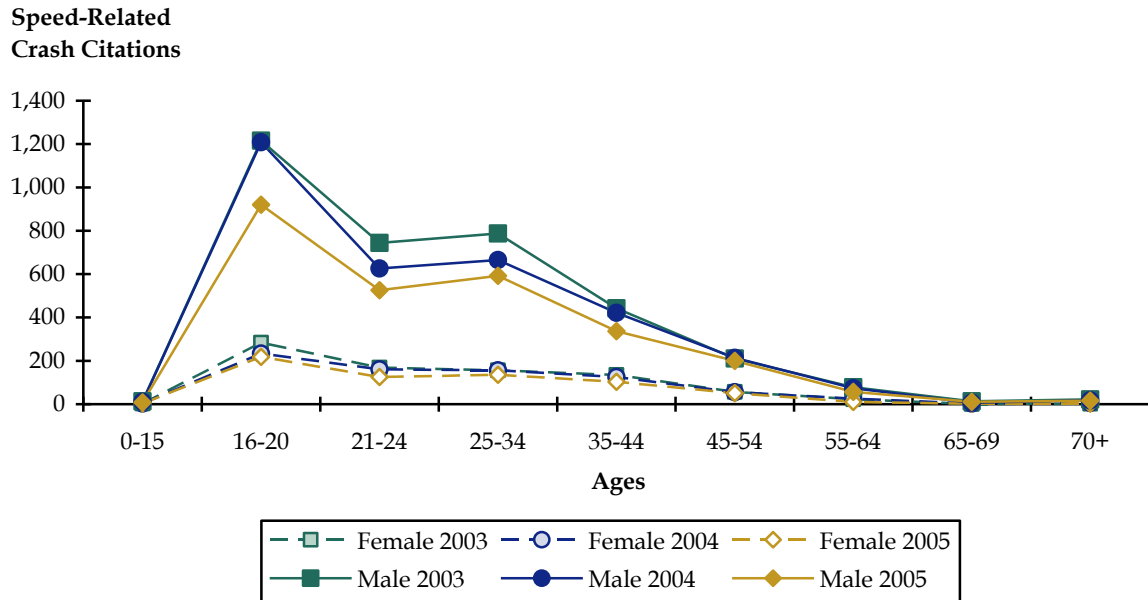
<sup>a</sup> Comprised of Speed County Bridge (85 20), Speed Metallic Tires (85 31), Speeding (90 17, 90 18, 740 100 SP, 740 2100 SP and 730 708 SP), Speeding in a Work Zone (90 17 C), Speeding Overweight (90 17 OW), MDC Speeding (350 410 SP), Mass Pike Speeding (730 500 SP and 730 707 SP), Sumner Tunnel Speeding (730 300 SP).

<sup>b</sup> Comprised of Failure to Keep Right (89 1), Improper Passing (89 2), Keep Right (89 4), Lane Violation/Unsafe Passing (89 4A), Failure to Drive in Right Lane 89 4B), Failure to Yield at Intersection 89 8), Failure to Stop/Block Intersection (89 9), Failure to Yield to Pedestrians (89 11), Failure to Use Safety (90 14), Failure to Signal Stop/Turn (90 14B), Racing (90 17B), Operating Recklessly (90 24 OR), Motor Vehicle Homicide (90 24G), MDC Sign/Signal (350 401), MDC Fail Stop/Yield (350 401 SY), Mass Pike Tandem Trailers (730 400).

Please note that Figures 5.1 through 5.3 are based on citations, not violations. A speed-related citation is a citation that involved at least one speed-related violation.

Figure 5.1 shows speed-related crash citations by age and gender. Among females the number of crashes dropped significantly among all categories of drivers between 2003 and 2005. A similar trend occurred among male drivers, although they still account for the majority of such crashes in all age categories. Speed-related crashes are approximately four times more likely to involve males than females.

**Figure 5.1 Massachusetts Speed-Related Crash Citations**  
by Age and Gender

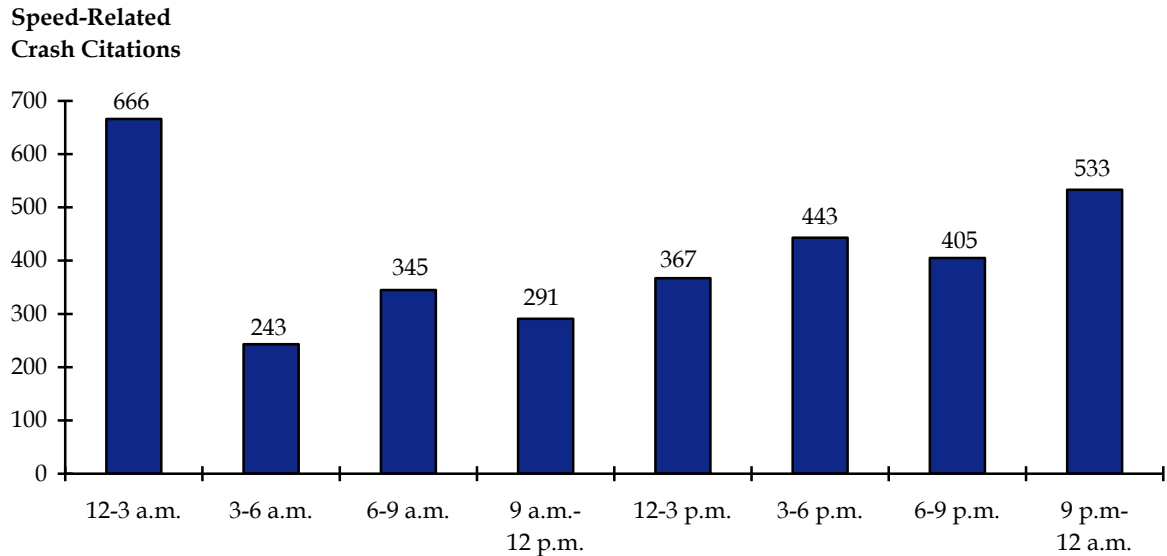


Source: Massachusetts Traffic Records Portal, June 2006.

When analyzing speed-related crash citations by gender and day of the week it is evident speed-related crashes involve more males than females. Friday, Saturday, and Sunday have the most speed-related crashes, as do late evening and early morning hours.

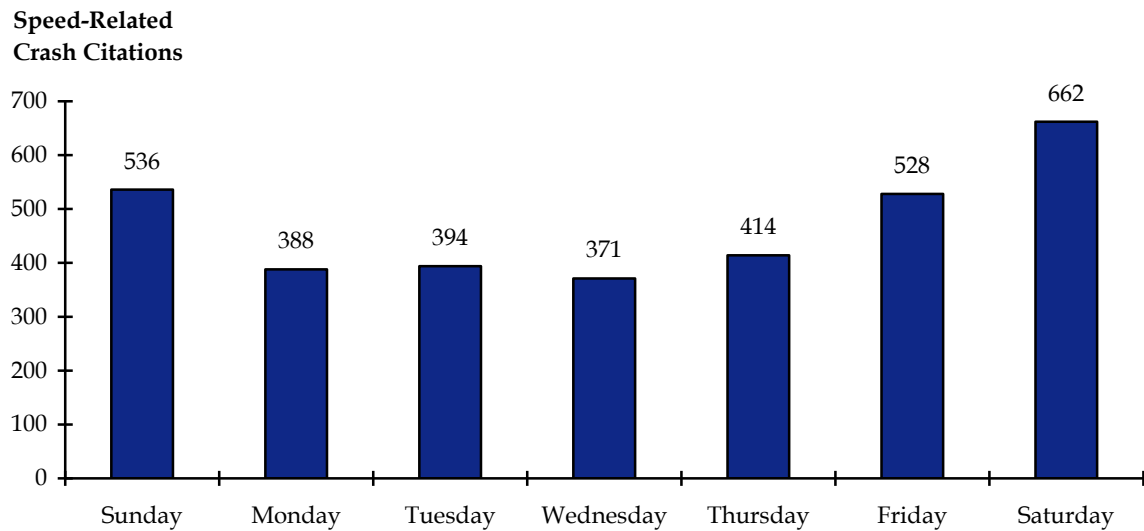
Figures 5.2 and 5.3 present speed-related crash citation by time-of-day and day-of-week. Weekdays between the hours of midnight and six in the morning have the lowest speed-related crash citations. However, those hours of the day have the largest number on weekend days.

**Figure 5.2 Massachusetts Speed-Related Crash Citations**  
*by Time-of-Day (2005)*



Source: Massachusetts Traffic Records Portal, June 2006.

**Figure 5.3 Massachusetts Speed-Related Crash Citations**  
*by Day-of-Week (2005)*



Source: Massachusetts Traffic Records Portal, June 2006.

## Objectives and Performance Measures

### *Objectives*

1. Enhance and evaluate the impact of the RR Mobilization.
2. Support law enforcement with training and technical assistance aimed at increasing their effectiveness to reduce speeding and other aggressive driving behaviors.

### *Select Performance Measures*

1. Increase number of local and campus police department enforcement grants during RR Mobilizations from 245 in FFY 2008 to 275 in FFY 2009.
2. Implement a speed measurement equipment grant program for state, local, and campus police departments to enable them to expand their traffic enforcement efforts in the RR Mobilization and at other critical times.
3. Implement Work Zone Speed Management Pilot Program with Executive Office of Transportation and Public Works.
4. Implement Lane Corridor Community Pilot Programs with MassHighway Department.

## 6.0 Higher Risk Transportation System Users

### ■ 6.1 Young and Older Drivers

#### Goals

- Reduce younger driver fatalities and incapacitating injuries from 76 in 2006 to 72 in 2009.
- Reduce older driver fatalities and incapacitating injuries from 40 in 2006 to 38 in 2009.

#### Problem Identification and Analysis

In 2006, fatalities involving younger drivers, those ages 16 to 24, were 18 percent of all motor vehicle-related fatalities in Massachusetts as compared to 24 percent nationwide. Also in 2006, fatalities for older drivers, those over 65 years of age, were nine percent of all motor vehicle-related fatalities in Massachusetts as compared to 14 percent nationwide. Table 6.1 describes the distribution of younger and older driver fatalities and incapacitating injuries in Massachusetts between 2004 and 2006.

**Table 6.1 Young and Older Driver Fatalities and Incapacitating Injuries in Massachusetts**

	2004	2005	2006
<b>Fatalities</b>			
Young Driver (16-19)	31	33	23
Young Driver (20-24)	50	45	53
Older Driver (65+)	36	46	40
<b>Incapacitating Injuries</b>			
Young Driver (16-19)	763	669	N/A
Young Driver (20-24)	937	949	N/A
Older Driver (65+)	569	677	N/A

Source: Fatality Analysis Reporting System (FARS), 6/2008 and Massachusetts Traffic Records Portal, June 2007.

### ***Junior Operator License Law Violations***

Table 6.2 presents JOL Law violations issued in Massachusetts between 2004 and 2007. The overall number of JOL Law violations has remained steady. There was a sharp increase in Junior Operator with Passenger under 18 violations from 2004 to 2006, but then a sharp decline from 2006 to 2007.

Massachusetts has made significant efforts to enhance enforcement of the Junior Operator Law, in particular after the law was strengthened in 2007. Strict enforcement of this law along with promotion of the law and its enforcement may reduce the number of improperly trained and inexperienced young drivers on roadways.

**Table 6.2 Junior Operator License Law Violations**

	2004	2005	2006	2007
JO Operating without Parent/Guardian	1,401	1,318	1,288	1,343
JO with Passenger Under 18	80	121	162	117
<b>Total</b>	<b>1,481</b>	<b>1,439</b>	<b>1,450</b>	<b>1,460</b>

Source: Merit Rating Board, Violations Report No. MMRRV110RB.

Every two years, the state Department of Public Health (DPH) conducts a survey of Massachusetts youth to address health and risk behaviors with respect to a variety of topics, including classroom/classmate interactions, use of illegal substances, and motor vehicle safety. Table 6.3 presents data findings from the biannual survey of Health and Risk Behaviors of Massachusetts Youth.

**Table 6.3 Key Findings from Health and Risk Behavior Survey of Massachusetts Youth**

	2001	2003	2005	2007
Students who Rode with an Intoxicated Driver	31%	27%	27%	26%
Students who Drove after Drinking in the past 30 days	11%	11%	NA	NA
Students who Never or Rarely Wore a Safety Belt	21%	16%	15%	15%

Source: Massachusetts Department of Public Health, June 2007.



The objectives and performance measures for the younger and older drivers program area are those for the alcohol, occupant protection, and speed and aggressive driving areas.

## ■ 6.2 Pedestrians

### Goal

- Reduce the pedestrian fatalities from 61 in 2006 to 58 in 2009.

### Problem Identification and Analysis

As would be expected in a more urbanized state, pedestrian fatalities represent a higher proportion of total fatalities in Massachusetts than at the national level. In 2006, pedestrian fatalities were 14 percent of the total in Massachusetts, but only 11 percent nationally. Efforts to expand walking to school and work or for recreation will be made easier when pedestrian fatalities and injuries are further decreased.

In 2006, the segments of the population most affected by pedestrian fatalities were adults ages 55 to 64, ages 45 to 54, and over 74 years of age. The segments of the population least affected by pedestrian fatalities were children ages 15 and under and young adults ages 16 to 20.

Sixty-seven percent of pedestrian fatalities occurred at nonintersections. Pedestrian fatalities most often occurred on weekdays, in the early evening (6:00 p.m. to 9:00 p.m.) and late night (6:00 p.m. to 12:00 a.m.). The biggest factors that contribute to pedestrian fatalities involve walking, playing, or working in a roadway or low-visibility conditions.

Table 6.4 shows the number of pedestrian fatalities and incapacitating injuries occurring in Massachusetts.

**Table 6.4 Pedestrian Fatalities and Incapacitating Injuries in Massachusetts**

	2004	2005	2006
Pedestrian Fatalities	81	76	61
Pedestrian Incapacitating Injuries	268	241	N/A
<b>Total</b>	<b>349</b>	<b>317</b>	<b>N/A</b>

Source: Fatality Analysis Reporting System (FARS), June 2008 and Massachusetts Traffic Records Portal, June 2007.

Please note that table 6.5 refers to pedestrian-related citations, not violations.

**Table 6.5 Massachusetts Pedestrian-Related Citations**

	2003	2004	2005
Total Pedestrian-Related Citations	4,487	5,143	4,082
Crash Citations, Pedestrian-Related	232	208	233
Percent of Pedestrian-Related Citations that Involved a Crash	5.2%	4.0%	5.7%
Crash Citations, Total	39,344	38,013	33,715
Percent of Crash Citations Pedestrian-Related	0.6%	0.5%	0.7%

Source: Massachusetts Traffic Records Portal, June 2007.

In order to decrease the number of pedestrian fatalities and incapacitating injuries, there is a need for both driver and pedestrians to better share the road. This needs to be made easier by engineering, enforcement, and public information efforts.

## Objectives and Performance Measures

### *Objectives*

1. Support statewide and community-level pedestrian safety initiatives.
2. Enhance pedestrian safety expertise among state and local enforcement, public health, highway planners, engineers, and other traffic safety advocates.

### *Select Performance Measures*

1. Award up to 30 community pedestrian, bicycle and moped-type enforcement, education, and equipment grants based on problem identification.
2. Cosponsor Statewide Pedestrian and Bicycle Safety Conference and increase over 150 attendees in FFY 2008 to 200 in FFY 2009.

## ■ 6.3 Bicyclists

### Goal

- Reduce bicyclist fatalities and incapacitating injuries from six in 2006 to five in 2009.

### Problem Identification and Analysis

In 2006, Massachusetts fell below the U.S. average in bicyclist fatalities: just over one percent in Massachusetts versus two percent nationally. Ensuring the safety of bicyclists, particularly in the urban centers, will be imperative to encourage greater bicycle travel.

In 2006, the segments of the population most affected by bicyclist fatalities were children ages 10 to 15 and adults ages 35 to 44 and ages 65 to 74.

Table 6.6 shows the number of bicyclist fatalities and incapacitating injuries occurring in Massachusetts.

**Table 6.6 Massachusetts Bicyclist Fatalities and Incapacitating Injuries**

	2004	2005	2006
Bicyclist Fatalities	11	5	6
Bicyclist Incapacitating Injuries	94	74	N/A
<b>Total</b>	<b>105</b>	<b>79</b>	<b>N/A</b>

Source: Massachusetts Traffic Records Portal, June 2007.

In order to further decrease the number of bicyclist fatalities and incapacitating injuries, drivers must continue to share the roadway and show consideration for bicycle lanes of travel. Bicyclists need to use helmets and obey applicable rules of the road.

### Objectives and Performance Measures

#### *Objectives*

1. Support statewide and community-level bicycle safety initiatives.
2. Enhance bicycle safety expertise among state and local law enforcement, public health, highway planners, engineers, and traffic safety advocates.

### Select Performance Measures

1. Award up to 30 pedestrian, bicycle and moped-type enforcement, education, and equipment grants based on problem identification.
2. Increase number of community bicycle helmet grants from 250 in FFY 2008 to 400 in FFY 2009.
3. Cosponsor Statewide Pedestrian and Bicycle Safety Conference and increase attendance level from over 150 in FFY 2007 to 200 in FFY 2009.

## ■ 6.4 Motorcyclists

### Goal

- Reduce motorcyclist fatalities and incapacitating injuries from 50 in 2006 to 47 in 2009.

### Problem Identification and Analysis

The popularity of motorcycling continues to increase in Massachusetts and across the nation. Many of these new riders are first time, older people. This in turn has driven up demand for professional rider training. In 2006, motorcycle-related fatalities comprised about 12 percent of all motor vehicle-related fatalities across the Commonwealth as compared to 11 percent nationwide.

In 2006, the segments of the population most affected by motorcyclist fatalities were young adults ages 21 to 24 and adults ages 25 to 54. Motorcyclist fatalities most often occurred on weekends in the late afternoon (3:00 p.m. to 6:00 p.m.) and early evening (6:00 p.m. to 9:00 p.m.).

Table 6.7 presents the total number of motorcyclist fatalities and incapacitating injuries in Massachusetts.

**Table 6.7 Massachusetts Motorcyclist Fatalities and Incapacitating Injuries**

	2004	2005	2006
Motorcyclist Fatalities	60	54	50
Motorcyclist Incapacitating Injuries	354	374	N/A
<b>Total</b>	<b>414</b>	<b>428</b>	<b>N/A</b>

Source: Massachusetts Traffic Records Portal, June 2007.

In Massachusetts, 86 percent of operators/passengers involved in fatal crashes were wearing helmets, as compared to 57 percent nationwide. This demonstrates that the majority of motorcyclists in Massachusetts are aware of the importance of wearing this important piece of proper safety equipment. However, helmet use is only part of the education efforts that must be conducted to ensure motorcyclist safety in Massachusetts; riders statewide must be further trained and educated about all aspects of motorcycle safety, including roadway rules and regulations, licensing requirements, and proper equipment usage. Also, it is imperative to increase awareness among drivers of the need to better share the road with motorcyclists, because 62 percent of motorcycle-related fatalities were from multivehicle crashes in Massachusetts in 2006.

## **Objectives and Performance Measures**

### ***Objectives***

1. Expand statewide rider training availability with special focus on increasing first-time participation by older riders.
2. Enhance and evaluate impact of statewide “share-the-road,” “ride straight,” proper riding gear use, and licensing requirement educational efforts.

### ***Select Performance Measures***

1. Increase number of riders trained from 8,587 in 2008 to 9,016 in 2009.
2. Conduct assessment of motorcycle safety program to determine effectiveness and develop strategic plan based on results.
3. Evaluate impact of communications efforts of the Registry of Motor Vehicles’ motorcycle safety program during 2009 riding season.

## 7.0 Traffic Records

### Goal

- Ensure key highway safety stakeholders have accessible, accurate, complete, consistent, integrated, and timely data and analyses from the local, state, and Federal systems involving citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle data to conduct cost-effective and successful highway safety planning, programs, and evaluations.

### Problem Identification and Analysis

Traffic records data is vital to the analysis necessary for successful highway safety planning and programming. The Highway Safety Division and its partners collect and use traffic records data to identify problem areas, develop, and implement proper programs, and evaluate the effectiveness of these programs.

In 2006, due to limited use outside the agency and limited system functionality, the division shut down its traffic records data warehouse and portal which provided a central storage point for crash and citation data. Unfortunately, this has hampered the division's access to data and its ability to conduct detailed analysis needed for identifying and addressing statewide and community-specific traffic safety issues. The Highway Safety Division is not an owner of any core traffic records data system, but is greatly dependent upon the use of traffic safety data. Therefore, in FFY 2009, the Highway Safety Division is planning to use its traffic records contract to build a new traffic records data warehouse and portal. It is anticipated that once the system is on-line, and HSD staff are trained on using the system, it will be made available to other traffic safety partners, as approved by EOPSS.

As required by the NHTSA's Section 408 grant program, Massachusetts has an active Traffic Records Coordinating Committee (TRCC). The TRCC is chaired by the Highway Safety Division's traffic records program manager. The TRCC seeks to improve the accessibility, accuracy, completeness, consistency, integration, and timeliness of the six traffic records systems in Massachusetts: citation/adjudication, crash, driver, injury surveillance, roadway, and vehicle. One way the TRCC does this is by ensuring that any Section 408 funds received by Massachusetts are used for eligible, prioritized projects that will enhance these systems.

The TRCC's FFY 2008 Section 408 application and update to its strategic plan for traffic records, submitted to NHTSA in June 2008, contains extensive details on the current

capabilities and challenges of the Massachusetts traffic records system. It also reports on the progress made to date on projects funded with FFY 2006 and FFY 2007 Section 408 funds. The application/plan update also details how hoped-for FFY 2008 Section 408 funds would be utilized for proposed projects that were prioritized by the TRCC. Section 8.6 of the Highway Safety Plan provides brief descriptions of the Section 408-funded projects that are continuing in FFY 2009 as well as the proposed projects that would use the anticipated FFY 2008 Section 408 funds.

SAFETEA-LU, and specifically the Section 408 grant program, enhances the role played by traffic records within highway safety and supports data-driven decision-making, thus designating traffic records as a major highway safety program area for the Highway Safety Division in FFY 2009.

## **Objectives and Performance Measures**

### ***Objectives***

1. Enhance the workings of the Massachusetts Traffic Records Coordinating Committee (TRCC).
2. Ensure ongoing implementation of the TRCC's FFY 2008 Massachusetts Strategic Plan for Traffic Records as well as apply for subsequent year Section 408 funding.
3. Expand access to and use of local, state, and Federal traffic records data and analyses.

### ***Select Performance Measures***

1. Enhance the TRCC's Data Quality and Strategic Plan/408 Application subcommittees.
2. Fund and monitor the TRCC's FFY 2006, 2007, and potential 2008 408-funded projects as well as submit on behalf of the TRCC a FFY 2009 Section 408 Grant Application and Massachusetts Strategic Plan for Traffic Records Update.
3. Establish EOPSS/HSD's access to necessary data sets for key planning, decision-making, program selection, and evaluation purposes through agreements with data owner agencies and ensure the division's ability to conduct analysis of that data in-house through revitalization of its traffic records data warehouse and portal.

The Highway Safety Division also will work with TRCC member agencies, who are the core system owners and data collectors, to pursue improvements to the overall traffic record system. Performance measures established by the Massachusetts TRCC in its FFY 2008 Section 408 Grant application include:

- Massachusetts will improve the integration of the crash data system as measured in terms of an increase in the percentage of locatable crashes integrated with the road inventory file;
- Massachusetts will improve the accessibility of the crash data system as measured in terms of an increase in the number of agencies able to access integrated fields via the web-based crash mapping tool;
- Massachusetts will improve the integration of the crash data system as measured in terms of an increase in the number of roadway inventory file and auxiliary fields that are integrated with the crash system;
- Massachusetts will improve the timeliness of the crash data system as measured in terms of a decrease in the average number of days from crash incident to receipt of crash report by the Registry of Motor Vehicles;
- Massachusetts will improve the timeliness of the crash data system as measured in terms of a decrease in the average number of days from crash incident to receipt of crash report by the Registry of Motor Vehicles (for original pilot towns with electronic reporting capabilities and departments that have had electronic reporting capabilities for less than 12 months);
- Massachusetts will improve the accuracy of the crash data system as measured in terms of an increase of percentage of paper valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database (i.e., reduce entry errors); and
- Massachusetts will improve the accuracy of the crash data system as measured in terms of an increase in the percentage of electronic valid crash reports that match vehicle registration and driver history fields on the crash report against RMV's ALARS database.



## 8.0 Program Planning

### ■ 8.1 Impaired Driving Program Area

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**Project Number** – AL-09-01

**Project Title** – Drunk Driving. Over the Limit. Under Arrest. (DDOLUA)/Impaired Driving Paid and Earned Media

**Project Description** – Develop and implement with a contractor statewide paid and earned media for the following DDOLUA Mobilizations: December 2008 to January 2009 and August to September 2009. Also provide paid and earned media support to the State and Local Police Sobriety Checkpoint Partnership. All these efforts will educate the public about the dangers and costs of impaired driving as well as heightened enforcement by state and local police of the Commonwealth's impaired driving laws. Primary audience will be males ages 16 to 44. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified.

**Project Staff** – Brook Chipman and Ethan Tavan

**Project Budget/Source** – \$500,000 of Sections 410, 164, and 154

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**Project Number** – AL-09-02

**Project Title** – DDOLUA State Police Enforcement Campaign

**Project Description** – Provide funds for overtime enforcement by the Massachusetts State Police for participation in the December 2008 to January 2009 and August to September 2009 DDOLUA Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local crash and citation data. Total in-kind match for all six Mobilizations will be \$8.1 million.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** – \$407,000 of Section 410

**Project Number** – AL-09-03

**Project Title** – DDOLUA Local and Campus Police Enforcement Campaign

**Project Title** – Provide funds for high visibility overtime enforcement by up approximately 275 local and campus police departments for the December 2008 to January 2009 and August to September 2009 Mobilizations. Enforcement efforts will focus on apprehending impaired drivers and be done during high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher alcohol-related crash citation rates weighted by population. Conduct regional conferences, grant orientation and administration meetings to ensure maximum participation, high visibility goals, and compliance with grant requirements. Utilize Law Enforcement Liaison (LEL) Program to increase mobilization participation by local police departments and increased regional media outreach. Local in-kind match expected to exceed \$1.5 million.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** – \$1,300,000 of Sections 410 and 163

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**Project Number** – AL-09-04

**Project Title** – State and Local Police Sobriety Checkpoint/BAT Mobile Partnership

**Project Description** – Provide funds for sobriety checkpoints with the Massachusetts State Police and the top 40 local police departments selected based on alcohol-related crash and citation data. Deployment of Breath Alcohol Test Mobiles to checkpoints will be based on availability. State Police in-kind match will be \$8.1 million. Local police department in-kind match expected to exceed \$20,000.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** – \$1,023,300 for State Police of Section 410; \$200,000 for local police of Section 410

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**Project Number** – AL-09-05

**Project Title** – Massachusetts State Police Troop B OUI Enforcement Team Pilot Project

**Project Description** – Provide funds for overtime enforcement beyond normal operational hours in smaller towns in rural areas where deployment of sobriety checkpoints is not cost

effective. Aggressive, zero tolerance dedicated patrols would target impaired drivers who leave homes and pouring establishments during early morning hours. MSP CompStat data will be utilized to assist in selection of patrol areas. Troop B's OUI Team will extend shifts additional two hours Wednesday through Saturday mornings for approximately four shifts per week. Funds will be provided to allow OUI Team to address 10 high schools and similar forums about impaired driving. MSP in-kind match will be \$416,000 for personnel and \$52,000 for maintenance and fuel.

**Project Staff** - Carol Dingle and Caroline Hymoff

**Project Budget/Source** - \$58,847 of Section 410

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**Project Number** - AL-09-06

**Project Title** - Sobriety Checkpoint Support Department of Corrections (DOC) and Sheriffs Departments

**Project Description** - Provide funds for overtime enforcement for DOC and Sheriffs' Department officers assigned to work with state and local police at Sobriety Checkpoints in one State Police Troop area as a demonstration project.

**Project Staff** - Carol Dingle and Caroline Hymoff

**Project Budget/Source** - \$100,000 of Section 410

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**Project Number** - AL-09-07

**Project Title** - DDOLUA Mobilizations/Impaired Driving State and Community Educational Initiatives

**Project Description** - Through contractors produce and distribute educational and incentive materials for the DDOLUA Mobilizations and other programming to reduce impaired driving. Provide state and local law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff activities and materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit corporate sponsors.

**Project Staff** - Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** - \$200,000 of Sections 410 and 154

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**Project Number** – AL-09-08

**Project Title** – Impaired Driving – Evidence Collection Preliminary Breath Testing (PBT) Devices

**Project Description** – Provide funds to Massachusetts State Police (MSP) Office of Alcohol Testing for the purchase of 200 PBT devices and associated calibrating units to be assigned to MSP officers with a high propensity to apprehend impaired operators. Provide funds for purchase of 200 PBTs and calibrating units for local police departments based on number of OUI arrests and for new Drug Recognition Experts. PBTs are estimated at \$485 each, plus costs, for calibration units. State police in-kind match for PBT program will be \$200,000; local in-kind match estimated at \$30,000.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$110,161 for State Police of Sections 410 and 154; \$110,161 for local police of Sections 410 and 154

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**Project Number** – AL-09-09

**Project Title** – Underage Drinking Impaired Driving Simulators

**Project Description** – To provide funds for two battery-operated driving vehicles that simulate effects of impairment from alcohol or other drugs on a motorist's driving skills. Program will be conducted by State Police who will be trained in safe administration and use of simulators. Up to 50 simulations would be conducted statewide in cooperation with other teen driving programs such as prom events and Students Against Destructive Decisions initiatives. Budget would provide for two portable electric vehicles, one double trailer to transport carts, associated safety and instructional equipment, freight and handling charges and instructor trainings. Written surveys and feedback from students and educational administrators will be used to measure evaluate and measure success of program. State Police in-kind match will be \$374,400. EOPSS will seek NHTSA approval for all equipment over \$5,000 in accordance with state and Federal requirements. MSP will maintain equipment database as required by EOPSS for life of equipment.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$36,000 of Section 410

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**Project Number** – AL-09-10

**Project Title** – Infrared Breath Testing System Training Program

**Project Description** – To fund MSP Office of Alcohol Testing for development and implementation of new Statewide Breath Testing System Training program for instructors, officers-in-charge, and operators. Training will be designed around deficiencies in existing training program and introduction of new state-of-the-art testing equipment funded by a \$3.4 million COPS grant. Costs will include 10 training instruments at \$10,000 per unit, training manuals, instructor development, and development of student tracking systems. EOPSS will seek NHTSA approval for equipment in accordance with state and Federal requirements. MSP will maintain equipment database as required by EOPSS for life of equipment. MSP in-kind match will be \$71,424.00.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$233,250 of Section 410

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**Project Number** – AL-09-11

**Project Title** – Safe Prom and Graduation Campaign – Alcohol

**Project Description** – Develop and implement a paid and earned media campaign with a contractor during prom and graduation season in close coordination with other statewide and community safe driving and underage drinking prevention initiatives. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit corporate sponsors.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** – \$100,000 of OJJDP funds

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**Project Number** – AL-09-12

**Project Title** – Statewide Designated Driver Program

**Project Description** – Through contractor continue to expand the reach of the “Good to Drive?” pilot initiative developed during FFY 2008. Involve more restaurants and segments of the population. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit additional corporate sponsors.

**Program Staff** - Brook Chipman, Ethan Tavan, and Carol Dingle

**Program Budget/Source** - \$150,000 of Sections 410 and 154

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**Project Number** - AL-09-13

**Project Title** - Impaired Driving Law Enforcement Specialized Training Program

**Project Description** - Provide funds to Municipal Police Training Committee (MPTC) to conduct up to 28 impaired driving trainings for local police officers. Trainings will include specialized and refresher courses in Standardized Field Sobriety (SFST) and Breath Test and Preliminary Breath Test Units. MPTC will partner with MSP to provide quarterly breath test training session. Funds will provide for part-time administrative support for training program. In-kind match will be \$21,000.

**Project Staff** - Dan DeMille

**Project Budget/Source** - \$84,000 of Section 410

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**Project Number** - AL-09-14

**Project Title** - Drug Evaluation and Classification Program (DEC)/Drug Impairment Training and Educational Professionals (DITEP)

**Project Description** - Provide funding to MPTC to conduct DEC program to law enforcement. Funding also will be provided for part-time Drug Recognition Expert (DRE) Program Coordinator. A minimum of nine trainings will be held, including drug impaired driver program and implementation of DITEP Program for law enforcement, school educators, and administrators. In-kind match to be determined.

**Project Staff** - Dan DeMille

**Project Budget/Source** - \$187,000 of Sections 402 and 154

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**Project Number** - AL-09-15

**Project Title** - Massachusetts District Attorneys Association/Traffic Safety Resource Prosecutor (TSRP)

**Project Description** – Conduct trainings and conferences, provide technical assistance, create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, the judiciary and law enforcement on impaired driving issues through Massachusetts District Attorneys Association (MDAA). Continue to update Massachusetts Prosecutors OUI Manual. Funding will provide for full-time TSRP and one-day-a-week program coordinator to implement EOPSS-HSD-MDAA projects. In-kind match will be \$61,000.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$46,014.29 of Section 410

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**Project Number** – AL-09-16

**Project Title** – Standardized Field Sobriety Test (SFST) Training Assessment

**Project Description** – Work in cooperation with NHTSA and MPTC to conduct three-day assessment to determine strengths and gaps in statewide SFST program to increase effectiveness of effort to train law enforcement in the apprehension of impaired drivers.

**Project Staff** – Dan DeMille and Caroline Hymoff

**Project Budget/Source** – \$30,000 of Section 410

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**Project Number** – AL-09-17

**Project Title** – Underage Drinking Compliance Checks Program

**Project Description** – Continue to fund Massachusetts Alcoholic Beverages Control Commission (ABCC) to conduct enhanced liquor enforcement compliance checks to reduce underage drinking and impaired driving. Compliance checks will be performed in approximately 200 communities with a focus on western Massachusetts communities, and college communities. ABCC in-kind match will be 50 percent of total award.

**Project Staff** – Dan DeMille

**Project Budget/Source** – \$120,000 of OJJDP funds

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**Project Number** – AL-09-18

**Project Title** – Statewide Underage Drinking Enforcement Training Program

**Project Description** – Continue to fund ABCC to conduct trainings for up to 150 departments representing 750 officers of enforcement of the Massachusetts Liquor Control Act as well as false identification and fraudulent document detection. ABCC in-kind match will be 20 percent of total grant award.

**Project Staff** – Dan DeMille

**Project Budget/Source** – \$20,000 of Section 164

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**Project Number** – AL-09-19

**Project Title** – New England Association of Drug Court Professionals Conference

**Project Description** – Cosponsor registration fees for Massachusetts judges, prosecutors, drug court teams, and probation and law enforcement to attend annual New England conference to be conducted in Boston, Massachusetts. Anticipate 150 Massachusetts attendees.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$30,000 of Section 164

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**Project Number** – AL-09-20

**Project Title** – NHTSA Drug Court Training

**Project Description** – If selected by NHTSA, Washington, award funds for travel-related expenses for Massachusetts Drug Court Teams to participate in national drug court trainings. Dates and locations to be determined by NHTSA.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$20,000 of Section 164

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**Project Number** – AL-09-21

**Project Title** – Judicial Trainings

**Project Description** – Conduct judicial trainings regarding impaired driving issues through The Judicial Institute of the Massachusetts Trial Court. Provide funding for development and distribution of OUI Bench Book for judges and other publications. In-kind match to be determined.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$50,000 of Section 410

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**Project Number** – AL-09-22

**Project Title** – Underage Alcohol Enforcement Grant Program

**Project Description** – Provide funds for up to 50 municipal, college and university law enforcement agencies for underage drinking enforcement in partnership with Alcoholic Beverages Control Commission (ABCC), community organizations and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population. Efforts will be coordinated as best as possible with DDOLUA Mobilizations. Grants estimated at up to \$10,000 per department for enforcement. Local police department in-kind match will be a minimum of 20 percent of total project cost.

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$226,000 of OJJDP funds; \$274,000 of Section 164 for enforcement

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**Project Number** – AL-09-23

**Project Title** – Statewide and Community Alcohol/Underage Drinking Media Project

**Project Description** – Conduct a paid and earned media campaign in close coordination with statewide and community alcohol/underage drinking program.

**Project Staff** – Ethan Tavan, Dan DeMille, and Rebecca Donatelli

**Project Budget/Source** – \$75,000 in OJJDP funds from FFY 06-08

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**Project Number** – AL-09-24

**Project Title** – College/University Alcohol Education Demonstration Project

**Project Description** – Funds will be provided to one college or university to address alcohol abuse prevention for all freshmen students through mandatory programming. This three-year demonstration project will include workshops, forums, comprehensive review of alcohol education literature, and an evaluation of all programming conducted. In-kind match to be determined based on grant award.

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$60,000 of OJJDP funds

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**Project Number** – AL-09-25

**Project Title** – College and University Impaired Driving Program

**Project Description** – Provide funds for up to 50 colleges and universities at up to \$10,000 each to develop environmentally focused programs to reduce alcohol use and abuse. Provide opportunity for colleges to showcase model underage drinking/substance abuse programs.

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$175,000 in OJJDP funds from FFY 06-08; \$325,000 of Section 410

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**Project Number** – AL-09-26

**Project Title** – Statewide and Community Alcohol/Underage Drinking Task Forces

**Project Description** – Identify and fund approximately five communities at up to \$30,000 per site to create or enhance community impaired driving task forces. Special consideration for funding will be given to communities with higher underage drinking violation rates weighted by population. Partner with local police departments, youth groups, substance abuse and public health organizations, and others regarding underage drinking reduction initiatives.

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$150,000 of Section 410

**Project Number** – AL-09-27

**Project Title** – Underage Drinking Enforcement Conferences

**Project Description** – Provide funds to up to five Offices of the District Attorney throughout the Commonwealth to conduct a one-day underage drinking conference within their jurisdiction. Budget estimated at up to \$20,000 per conference. Attendees would include prosecutors, parents, youth service providers, state and local law enforcement, court personnel, school officials, coaches/athletic providers, health care providers, media outlets, business and government leaders. Evaluations will be conducted. In-kind match to be determined.

**Project Staff** – Dan DeMille

**Project Budget/Source** – \$40,000 of OJJDP funds and \$60,000 in Section 410

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**Project Number** – AL-09-28

**Project Title** – Alcohol Youth Program, Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD)

**Project Description** – Provide funds to conduct youth impaired driving prevention programs in middle schools, high schools, universities and state and local colleges. Programming will include using positive messages and methods: educating youth on crash and injury risks, effects of alcohol use and abuse, providing positive role models, promoting positive norms, and encourage youth nonalcohol-related activities. Program will include up to 100 mini-grants to address dangers of alcohol impairment. In-kind match to be determined.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$386,975 of Sections 164 and 410 (SADD: \$191,875; MADD: \$195,100)

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**Project Number** – AL-09-29

**Project Title** – Automated License Plate Reader Program

**Project Description** – Based on the outcome of a no-cost demonstration pilot project conducted in FFY08 with EOPSS, Criminal History Systems Board (CHSB), and Massachusetts State Police, funds will be provided to CHSB to provide up to 30

communities and the State Police with equipment to monitor and collect data on license plates, alerting police agencies to suspended and revoked licenses for alcohol-related offenses, stolen vehicles and others uses. Equipment ranges from fixed to mobile units. Estimate at \$30,000 per system and \$100,000 for hardware support. In-kind match will exceed 20 percent of the total project cost. EOPPS will submit proposal and equipment information for NHTSA approval.

**Project Staff** – Dan DeMille and Caroline Hymoff

**Project Budget/Source** – \$1,000,000 of Section 410 and 154.

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**Project Number** – AL-09-30

**Project Title** – Program Management

**Project Description** – Provide sufficient staff to conduct alcohol-related programming described in plan as well as cover travel and miscellaneous expenses.

**Project Staff** – Brook Chipman, Caroline Hymoff, Ethan Tavan, Carol Dingle, Dan DeMille, Barbara Rizzuti, Rebecca Donatelli, and TBD staff member

**Project Budget/Description** – \$275,059 of Sections 402, 164, and 410

## ■ 8.2 Occupant Protection Program Area

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**Project Number** – OP-09-01

**Project Title** – Click It or Ticket (CIOT) Paid and Earned Media

**Project Description** – Develop and implement statewide paid and earned media for the following CIOT Mobilizations: November 2008, May to June 2009, and July 2009. Media effort will educate the public about the benefits of safety belt, booster seats, and child safety seat use as well as the importance of compliance with the Commonwealth's occupant protection laws. Primary audience will be males and females ages 16 to 34, with stronger emphasis on males. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** – \$1,000,000 of Sections 402 and 163

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**Project Number** – OP-09-02

**Project Title** – CIOT State Police Enforcement Campaign

**Project Description** – Provide funds for overtime enforcement by the Massachusetts State Police to participate in November-December 2008, May to June 2009, and July 2009 Mobilizations. Enforcement efforts will focus on increasing compliance with occupant protection laws and be done at high-risk times and locations for motor vehicle crashes based on the latest available state and local crash and citation data. Total in-kind match for five mobilizations exceeds \$8.1 million.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** – \$525,000 of Sections 402 and 405.

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**Project Number** – OP-09-03

**Project Title** – Local and Campus Police Enforcement and Equipment Campaign

**Project Description** – Provide funds for overtime enforcement by approximately 275 local and campus police departments with M.G.L. Chapter 90 powers for the November-December 2008, May-June 2009, and July 2009 Mobilizations. Enforcement efforts will focus on increasing compliance with occupant protection laws and be done at high-risk times and locations for motor vehicle crashes based on the latest available state and local data. Conduct bidders conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements. Utilize Law Enforcement Liaison to increase mobilization participation by local police departments. Local in-kind match to be determined.

Provide funding to enforcement grant communities for traffic enforcement equipment ranging in price from \$3,000 to \$15,000 per community. Equipment will include items on Federally approved list. EOPSS will comply with state and NHTSA requirements as applicable to all equipment purchases obtaining prior approval as needed. In-kind match to be determined but will exceed 20 percent of total project cost.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** – \$1,300,000 of Sections 405, 402, and 163 for enforcement; \$500,000 of Section 402 for equipment

**Project Number –OP-09-04**

**Project Title – Teen Driving Program, Massachusetts Department of Public Health (DPH)**

**Project Description –** Provide funds for statewide outreach to parents of teen drivers to promote compliance with junior operator law, statewide social marketing campaign targeted to teen population, two community-level motor vehicle occupant protection pilot programs. Registry of Motor Vehicles will provide technical assistance to DPH-led effort. In-kind match will exceed minimum of 20 percent of total program costs.

**Project Staff –** Barbara Rizzuti

**Project Budget/Source –** \$140,000 of Section 402

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**Project Number – OP-09-05**

**Project Title – Grammar/Middle School Traffic Safety Pilot Program**

**Project Description –** Identify and provide funds for an agency or organization for a pilot program to work closely with grammar and middle school students to provide traffic safety education. Funds would be provided for curriculum development, implementation, and evaluation. Instructors would serve as positive role models who interact with schools on a regular basis. Presentations will educate students about safety belt benefits, but also other motor vehicle risk-taking behaviors.

**Project Staff –** Barbara Rizzuti, Dan DeMille, and TBD Staff Member

**Project Budget/Source –** \$25,000 of Section 402

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**Project Number – OP-09-06**

**Project Title – Traffic Safety in the Hispanic Community Pilot Program**

**Project Description –** Identify an organization or agency to administer a traffic safety pilot program to reach high-risk elementary, middle and high school students in diverse communities. Presentations will be offered or modified in other languages, including Spanish, and educate on the benefits of safety belt use and address other risk-taking motor vehicle behaviors. This will be coordinated with Task OP-09-05.

**Project Staff –** Barbara Rizzuti and TBD staff member

**Project Budget/Source** – \$100,000 of Section 402

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**Project Number** – OP-09-07

**Project Title** – CIOT Mobilizations/Occupant Protection State and Community Educational Initiatives

**Project Description** – Through contractors develop and distribute educational and incentive materials for the CIOT Mobilizations and other programming to increase use of occupant protection. Provide state and local law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff activities and materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Reestablish six safety belt “Best Practices” countermeasures available at [www.mass.gov/highwaysafety](http://www.mass.gov/highwaysafety) for implementation by local police departments and community organizations. Recruit corporate sponsors.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** – \$200,000 of Section 402

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**Project Number** – OP-09-08

**Project Title** – Child Passenger Safety (CPS) Program

**Project Description** – Through contractor provide statewide CPS program to support existing 600 child passenger safety technicians and 17 instructors. Annually train up to 200 new technicians and up to five new instructors to address turnover and expand program. Recruit additional bilingual instructors and technicians. Conduct monthly new technician trainings with emphasis on low-income and diverse communities. Conduct quarterly recertification trainings for those technicians whose certifications have expired. Conduct biannual training for technicians serving special needs individuals. Support annually up to 12 HSD-led child passenger safety checkpoints with emphasis on low-income and diverse populations. Maintain CPS telephone hotline and web site. Minimum 20 percent in-kind match to be provided by contractor.

**Project Staff** – Ethan Tavan and Carol Dingle

**Project Budget/Source** – \$700,000 of Sections 402 and 2011

**Project Number** – OP-09-09

**Project Title** – Child Passenger Safety (CPS) Public Information

**Project Description** – Promote CPS issues and program services through paid and earned media contractor. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit corporate sponsors.

**Project Staff** – Ethan Tavan

**Project Budget/Source** – \$75,000 of Sections 402 and 2011 for earned media contractor; \$150,000 of Sections 402 and 2011 for materials

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**Project Number** – OP-09-10

**Project Title** – FFY 2009 CPS Equipment Grants

**Project Description** – Award CPS equipment grants to a minimum of 100 communities, organizations and state governmental entities with a public purpose providing CPS services. Provide grant funds to other state agencies dealing with child-related services to purchase CPS equipment. Grants will range from \$2,000 to \$20,000 each, and may include a cost-share phase. Equipment includes, but is not limited to, car seats, booster seats, special needs seats, trailers on wheels, signage and other equipment to complete a fitting station or checkpoint location. Grant recipients must identify and receive prior approval for any one equipment purchase over \$5,000 in advance to meet NHTSA and state funding requirements. Minimum of 20 percent in-kind match to be provided by subgrantees.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$400,000 of Section 402

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**Project Number** – OP-09-11

**Project Title** – FFY 2008 CPS Equipment Grants Continuation

**Project Description** – Second part of CPS equipment grant awards to 67 communities and organizations with a public purpose providing CPS services. Equipment includes, but is not limited to, car seats, booster seats, special needs seats, trailers on wheels, signage and other equipment to complete a fitting station or checkpoint location. Grant recipients must identify and receive prior approval for any one equipment purchase over \$5,000 in advance to meet NHTSA and state funding requirements. Minimum of 20 percent in-kind match to be provided by subgrantees.



**Project Staff** – Robert Kearney

**Project Budget/Source** – \$350,000 of Section 402 or 2011

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**Project Number** – OP-09-12

**Project Title** – CPS Conference

**Project Description** – With CPS contractor, conduct the 2009 Annual Massachusetts Child Passenger Safety Conference for up to 500 attendees, including all certified technicians and instructors. Topics will include national and state updates and changes in current CPS laws, regulations, and standards about child passenger safety seats.

**Project Staff** – Ethan Tavan

**Project Budget/Source** – \$30,000 of Section 402

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**Project Number** – OP-09-13

**Project Title** – CPS Video

**Project Description** – CPS video started in FFY 2008 will be completed and then distributed statewide to media outlets, health care providers, day care providers, and the general public. This video will educate parents and caregivers on the state CPS law, including the new booster seat requirements, and available resources to properly select and install child safety restraints. Clips from the video in English and Spanish will be available at [www.mass.gov/childsafetyseats](http://www.mass.gov/childsafetyseats). Recruit corporate sponsors.

**Project Staff** – Ethan Tavan

**Project Budget/Source** – \$50,000 of Section 402

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**Project Number** – OP-09-14

**Project Title** – Safe Prom and Graduation Campaign – Occupant Protection

**Project Description** – Conduct a paid and earned media campaign with contractor during prom and graduation season in close coordination with other statewide and community safe driving and underage drinking prevention initiatives. Produce and distribute

materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** – \$100,000 of Section 402

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**Project Number** – OP-09-15

**Project Title** – Occupant Protection Program, Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD)

**Project Description** – Provide funds to conduct occupant protection programs in schools. Working in a collaborative effort, SADD and MADD would be able to expand their programming in elementary, middle and high schools, universities and local colleges. In kind match to be a minimum of 20 percent of total project cost.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$225,725 of Section 402 (MADD: \$30,625; SADD: \$195,100)

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**Project Number** – OP-09-16

**Project Title** – Statewide Safety Belt Observation Survey

**Project Description** – Before the May to June 2009 CIOT Mobilization, conduct through a contractor a subsample safety belt observational survey. After this mobilization, the contractor will conduct a statewide version of the survey. Both surveys will follow a NHTSA-approved methodology to determine statewide safety belt use rate.

**Project Staff** – Brook Chipman and Robert Kearney

**Project Budget/Source** – \$100,000 of Section 402

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**Project Number** – OP-09-17

**Project Title** – Older Driver Initiative, Massachusetts Registry of Motor Vehicles (RMV)

**Project Description** – Continue to enhance program developed in cooperation with RMV in FFY 2008. Through part-time position, enhance safe driving information provided

through aging services agencies and Councils on Aging. Minimum 20 percent in-kind match to be provided by RMV.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$80,000 of Section 402

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**Product Number** – OP-09-18

**Project Title** – Older Driver Summit

**Project Description** – Through a contractor, conduct a one-day conference in cooperation with Department of Public Health, Councils on Aging, Registry of Motor Vehicles, AAA, traffic safety, and medical partners. Recruit corporate sponsors and exhibitors.

**Project Staff** – Barbara Rizzuti and TBD Staff Member

**Project Budget/Source** – \$15,000 of Section 402

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**Project Number** – OP-09-19

**Project Title** – Program Management

**Project Description** – Provide sufficient staff to conduct alcohol-related programming described in this plan as well as cover travel, conference fees and miscellaneous expenses.

**Project Staff** – Caroline Hymoff, Brook Chipman, Ethan Tavan, and Barbara Rizzuti

**Project Budget/Source** – \$283,386 of Section 402

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## ■ 8.3 Speed and Aggressive Driving Program Area

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**Project Number** – SC-09-01

**Project Title** – Road Respect (RR) Paid and Earned Media

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**Project Description** – Develop and implement statewide paid and earned media for the April 2009 RR Mobilization. This effort will educate the public about the dangers and costs of speeding and aggressive driving as well as the Commonwealth’s applicable laws. Primary target audience will be males ages 16 to 34 with secondary audiences of diverse populations as well as residents of western and southeastern Massachusetts. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** – \$300,000 of Section 402

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**Project Number** – SC-09-02

**Project Title** – RR State Police Enforcement Campaign

**Project Description** – Provide funds for overtime enforcement by the Massachusetts State Police to participate in the March to April 2009 RR Mobilization. Enforcement efforts will focus on speeding and aggressive driving and be done at high-risk times and locations based on the latest available state and local data. Special consideration for funding will be given to communities with higher speed-related crash citation rates weighted by population. In-kind match for all mobilizations estimated at \$8.1 million.

**Project Staff** – Caroline Hymoff and Carol Dingle

**Project Budget/Source** – \$180,000 of Section 402

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**Project Number** – SC-09-03

**Project Title** – RR Local and Campus Police Enforcement Campaign

**Project Description** – Provide funds for overtime enforcement grants by approximately 275 local and campus police departments with M.G.L. Chapter 90 powers to participate in March to April 2009 RR Mobilization. Enforcement will focus on speeding and aggressive driving and be done at high-risk times and locations based on the latest available state and local data. Conduct regional bidders’ conferences and grant orientation meetings to ensure maximum participation and compliance with grant requirements, Utilize Law Enforcement Liaison Program to increase Mobilization participation by local police departments. In-kind match for all mobilizations expected to exceed \$1.5 million.

**Project Staff** – Carol Dingle and Caroline Hymoff

**Project Budget/Source** - \$400,000 of Section 402

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**Project Number** - SC-09-04

**Project Title** - Law Enforcement Corridor Projects

**Project Description** - In partnership with MassHighway Department and as part of the Massachusetts Strategic Highway Safety Plan, select engineering, state and local law enforcement, EMS and education communities, develop and implement strategies to address problems at specific lane departure crash locations. Locations to be identified by MassHighway as part of demonstration project initiated in FFY07. Provide limited funds through procurement process for select traffic safety countermeasures.

**Project Staff** - Dan DeMille

**Project Budget/Source** - \$200,000 of Section 402

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**Project Number** - SC-09-05

**Project Title** - RR Mobilization/Speeding and Aggressive Driving State and Community Educational Initiatives

**Project Description** - Through contractors develop distribute educational and incentive materials for the RR Mobilization and programming to reduce speeding and aggressive driving. Provide state and local law enforcement, public health and health care organizations, employers, and other campaign partners with mobilization kickoff activities and materials to encourage maximum support. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit corporate sponsors.

**Project Staff** - Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** - \$100,000 of Section 402

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**Project Number** - SC-09-06

**Project Title** - Training for Court Personnel and Clerk Magistrates

**Project Description** – Fund one-half-day programs for staff in the District Court and Boston Municipal Court departments focusing on processing CMVIs, preparing abstracts for an communicating with the Registry of Motor Vehicles, regarding topics relevant to their roles in these cases. Fund trainings for clerks and assistant clerk magistrates focusing on civil motor vehicle infractions, including a presentation on LIDAR/radar, impaired driving and/or safety belt issues. In-kind match to be determined.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$25,000 of Section 402

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**Project Number** – SC-09-07

**Project Title** – Work Zone Speed Management Pilot Project

**Project Description** – In support of Massachusetts Strategic Highway Safety Plan (Work Zone Safety for Workers and Drivers), the Executive Office of Transportation and Public Works (EOT), Highway Department will implement a program to monitor speeds of vehicles driving through work zones on limited access highways. Funds in amount of \$124,422 to be provided for purchase of six speed trailers along with supporting software and training. Agreement will be reached with MSP to provide targeted enforcement in these zones based on data received and \$50,000 in funds provided by MassHighway. EOPSS will seek approval from NHTSA for purchase of equipment at total cost of \$20,737 per unit in accordance with state and Federal requirements. In-kind match to be provided

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$124,422 of Section 402

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**Project Number** – SC-09-08

**Project Title** – Safe Prom and Graduation Campaign – Speed/Aggressive Driving

**Project Description** – With a contractor, develop and implement a paid and earned media campaign during prom and graduation season in close coordination with other statewide and community safe driving and underage drinking prevention initiatives. Produce and distribute materials in English, Spanish, Portuguese, Mandarin and other languages as need is identified. Recruit corporate sponsors.

**Project Staff** – Brook Chipman, Ethan Tavan, and Carol Dingle

**Project Budget/Source** - \$25,000 of Section 402

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**Project Number** - SC-09-09

**Project Title** - Program Management

**Project Description** - Provide sufficient staff to conduct speed-related programming described in this plan as well as cover travel and miscellaneous expenses.

**Project Staff** - Brook Chipman, Ethan Tavan, Dan DeMille, Caroline Hymoff, Rebecca Donatelli, and Carol Dingle

**Project Budget/Source** - \$90,580 of Section 402

## ■ 8.4 Bicyclist and Pedestrian Program Areas

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**Project Number** - PS-09-01

**Project Title** - Statewide Helmet Program

**Project Description** - Expand the program with the assistance of a contractor to a minimum of 400 communities and organizations with a public purpose. Distribute helmet informational cards, helmet pledge cards, helmet law posters. Produce and distribute materials in English as well as Spanish, Portuguese, and Mandarin.

**Project Staff** - Robert Kearney, Brook Chipman, and Ethan Tavan

**Project Budget/Source** - \$300,000 of Section 402

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**Project Number** - PS-09-02

**Project Title** - Statewide Pedestrian and Bicycle Safety Conference

**Project Description** - Cosponsor Annual Moving Together Conference on bicycle and pedestrian safety issues with the Executive Office of Transportation, MassHighway, Massachusetts Department of Public Health, and other state partners for 200 attendees

representing public health, law enforcement, highway planners, traffic safety advocates, and highway engineers.

**Project Staff** – Dan DeMille

**Project Budget/Source** – \$1,000 of Section 402

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**Project Number** – PS-09-03

**Project Title** – Pedestrian, Bicycle and Moped-Type Enforcement, Education and Equipment Program

**Project Description** – Using community-level programming ideas based on state and local crash and citation data, award up to 10 grants of up to \$10,000 each to local police departments to conduct enforcement and education aimed at reducing the incidences of pedestrian, bicycle and moped-type injuries and fatalities. Equipment and materials will include but not be limited to retro-reflective signage, speed measurement equipment, programmable message, or speed boards. Departments will be required to receive prior authorization for all equipment for any single item to be purchased over \$5,000. Special consideration for funding will be given to communities with high-risk populations. In-kind match will exceed minimum of 20 percent of total cost of grant award.

**Project Staff** – Dan DeMille and Rebecca Donatelli

**Project Budget/Source** – \$100,000 of Section 402

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**Project Number** – PS-09-04

**Project Title** – Program Management

**Project Description** – Provide sufficient staff to conduct pedestrian and bicycle-related programming described in this plan as well as cover travel and miscellaneous expenses.

**Project Staff** – Dan DeMille, Robert Kearney, Rebecca Donatelli, and Ethan Tavan

**Project Budget/Source** – \$90,500 of Section 402



## ■ 8.5 Motorcyclist Program Area

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**Project Number** – MC-09-01

**Project Title** – Motorcycle Safety Program Enhancements

**Project Description** – With FFY 2006, 2007, and 2008 Section 2010 funds enhance the Registry of Motor Vehicles' communications efforts to make drivers more aware of the need to share the road with motorcyclists.

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$139,000 of Section 2010

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**Project Number** – MC-09-02

**Project Title** – Program Management

**Project Description** – Provide funds to cover travel and miscellaneous expenses of staff working on motorcycle-related programming

**Project Staff** – Barbara Rizzuti

**Project Budget/Source** – \$5,000 of Section 2010

## ■ 8.6 Traffic Records Program Area

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**Project Number** – TR-09-01

**Project Title** – Traffic Records Research

**Project Description** – With the assistance of its traffic records contractor, HSD will prepare data and analyses for its FFY 2010 Highway Safety Performance Plan and conduct stakeholder outreach and listening sessions to identify new partners and project ideas. The contractor will assist HSD with development of a program of statewide community meetings to hear from the public regarding their public safety and traffic safety concerns. The contractor also will assist HSD with establishing traffic safety performance measures

and conducting program evaluation. The contractor will aid HSD with development of its FFY 2008 Annual Report. The contractor will aid HSD to respond to research requests on traffic records-related subjects from its staff, Traffic Records Coordinating Committee (TRCC) members, the media, and other highway safety partners. It also will assist HSD with the NHTSA-sponsored Traffic Records Assessment by developing premeeting materials, conducting stakeholder surveys, participating in the assessment, and reviewing the Draft Traffic Records Assessment Report. The contractor also will assist HSD with identifying traffic safety-related funding opportunities and provide ongoing technical support to the Division as requested.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$155,000 of Section 402

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**Project Number** – TR-09-02

**Project Title** – Traffic Records Coordinating Committee (TRCC)

**Project Description** – With the assistance of its traffic records contractor, HSD will provide leadership and administrative support to the Massachusetts TRCC to successfully implement the FFY 2008 Massachusetts Strategic Plan for Traffic Records, in particular the Section 408-funded projects noted below. The contractor will provide logistical support, planning, and documentation of TRCC meetings. Annually, HSD will hold approximately six TRCC meetings as well as six subcommittee meetings. It is anticipated that the HSD and TRCC will work with the Registry of Motor Vehicles in the coming year to update the Commonwealth's Crash Report Form. This contractor also will assist HSD and the TRCC with development and production of its FFY 2009 Section 408 Grant Application and development of its related Massachusetts Strategic Plan for Traffic Records update by June 2009.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$80,000 of Section 402

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**Project Number** – TR-09-03

**Project Title** – NHTSA Traffic Records Assessment

**Project Description** – HSD has requested NHTSA to conduct a statewide Traffic Records Assessment for Massachusetts in early FFY 2009. This assessment will strengthen Massachusetts' FFY 2009 Section 408 application and related Strategic Plan for Traffic

Records; it also will assist in the development of the Massachusetts Statewide Traffic Records Business Plan.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$50,000 of Section 402

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**Project Number** – TR-09-04

**Project Title** – Massachusetts Traffic Records Portal (MTRP) – Phase I

**Project Description** – Without timely access to traffic records data during the past year, as once was available through the now defunct Massachusetts Traffic Records Portal, it has become clear that EOPSS needs to ensure its ability to access and analyze traffic records data in-house. This data is critical to EOPSS' efforts to improve public safety and specifically, traffic safety. Also, HSD needs immediate access to this data to respond to management, public, and media questions regarding traffic safety. This data is essential to HSD at all times, particularly during its annual program planning, throughout the year as new issues arise and priorities shift, and as it tries to conduct data-driven analysis of the effectiveness of its currently funded programs. Because of the relevance this data has to public safety and the planning and operation of the HSD, at this time, the HSD will assume responsibility for, through the assistance of its traffic records contractor, developing a new generation of the traffic records portal. It is anticipated that this system will be accessible to other approved state-agency users in the future.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$150,000 of Section 402

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**Project Number** – TR-09-05

**Project Title** – Massachusetts Traffic Records Portal (MTRP) Enhancements– Phase II

**Project Description** – The initial phase of this project will have revitalized EOPSS/HSD's ability to access data and generate reports on crashes and on the drivers, occupants, and vehicles involved in crashes. The second phase of this initiative will expand this capability through a series of enhancements, each to be approved in advance by HSD. Potential enhancements include the addition of citation or other traffic safety data sets; new analytic features; implementation of custom reports; third party hosting of the data warehouse; or training and support for users outside EOPSS/HSD. The EOPSS/HSD traffic records

contractor will work with HSD staff to identify their data and analysis needs and adjust the scope of this phase as needed.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$50,000 of Section 402

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**Project Number** – TR-09-06

**Project Title** – Crash Data Reporting Enhancement Pilot

**Project Description** – HSD will fund pilot projects in communities that have historically under-reported crash data to the Registry of Motor Vehicles. These projects will involve various software products to identify the best solution for individual Massachusetts communities.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$150,000 of Section 402

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**Project Number** – TR-09-07

**Project Title** – Fatal Analysis Reporting System (FARS)

**Project Description** – Provide NHTSA with required fatal crash data for FARS and FastFARS through Registry of Motor Vehicles position.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$43,637 of Section 402

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**Project Number** – TR-09-08

**Project Title** – FFY 2006 Section 408 Project #1 – Outreach to State and Local Police

**Project Description** – The remaining part of this project involves the production and distribution of a paper and on-line manual by June 2009 to help state and local police better complete and submit crash reports. This work will be done by the HSD with technical assistance from the RMV and MassHighway.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$40,284 of FFY 2006 Section 408

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**Project Number** – TR-09-09

**Project Title** – FFY 2006 Section 408 Project #3 – Year One and Two of Increase Electronic Submission for CDS

**Project Description** – Year Two of this project continues with further roll-out by RMV of e-submission software to local law enforcement agencies throughout Massachusetts. Also further enhancement of the RMV's crash data system through the development of "middleware" software and protocols that will enhance the storage ability and retrieval possibilities for data submitted to the CDS as well as creation of a web site with the capability to allow end-users to access crash data via the Internet.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$239,832.58 of FFY 2007 and \$43,153.26 of FFY 2006 Section 408

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**Project Number** – TR-09-10

**Project Title** – FFY 2006 Section 408 Project #2 – Year Three of MATRIS and Statewide Trauma Registry

**Project Description** – Massachusetts Department of Public Health will deploy statewide the Statewide Trauma Registry as well as pilot test and deploy statewide Massachusetts Ambulance Trip Record Information System (MATRIS). Acquire and provide related training for portable data collection units for up to five EMS regions. Test linking capabilities of Trauma Registry and police-submitted crash report data.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$139,319.32 of FFY 2007 – Year Two; \$154,294.40 of FFY 2006 – Year One of Section 408

**NOTE:** Up to \$500,000 of recently received FFY 2008 Section 408 funding will be awarded to projects TR-09-11 thru TR-09-14 and TR-09-16 based TRCC voting process.

**Project Number** – TR-09-11

**Project Title -** FFY 2008 Section 408 Project #1 - Year Three of Increase Electronic Submission for CDS

**Project Description -** Depending on expected FFY 2008 Section 408 funding and a final vote of the TRCC, Year Three of this project will create a web site with the capability to allow the secure submission of crash reports from state and local police as well as the general public. The system also will allow for select access to submitted crash reports.

**Project Staff -** Robert Kearney

**Project Budget/Source -** \$385,200 of Section 408

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**Project Number -** TR-09-12

**Project Title -** FFY 2008 Section 408 Project #2a - Electronic Crash Reporting System in Brookline

**Project Description -** Depending on expected FFY 2008 Section 408 funding and a final vote of the TRCC, this project will improve the timeliness and accuracy of crash data submitted by the Town of Brookline to the Registry of Motor Vehicles (RMV) by enabling the town's police department to start e-submission to RMV.

**Project Staff -** Robert Kearney

**Project Budget/Source -** \$82,500 of Section 408

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**Project Number -** TR-09-13

**Project Title -** FFY 2008 Section 408 Project #2b - E-Submission of Fatal Crash Data by Office of the Chief Medical Examiner (OCME)

**Project Description -** Depending on expected FFY 2008 Section 408 funding and a final vote of the TRCC, this project will enable the OCME to e-submit fatal crash data. The system will have a built-in data quality process.

**Project Staff -** Robert Kearney

**Project Budget/Source -** \$200,000 of Section 408

**Project Number -** TR-09-14

**Project Title** – FFY 2008 Section 408 Project #3 – Department of Fire Services (DFS) Analysis for MATRIS and MFIRS

**Project Description** – Depending on expected FFY 2008 Section 408 funding and a final vote of the TRCC, this project will enable DFS to expand the e-submission of data by local fire departments and their ambulance services to MATRIS and the Massachusetts Fire Incident Reporting System (MFIRS). DFS also will be able to expand its analysis of the data provided to both systems.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$202,989 of Section 408

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**Project Number** – TR-09-15

**Project Title** – FFY 2008 Section 408 Project #4 – Massachusetts Statewide Traffic Records Business Plan

**Project Description** – The Statewide Traffic Records Business Plan project will involve interviews with multiple stakeholders to identify the needs of data collectors, owners and managers, and users; a review and inventory of the Commonwealth's existing information systems and corresponding plans (including the Integrated Criminal Justice Information System (ICJIS) project Strategic Plan); an identification of need for each of the core traffic records systems (crash, vehicle, driver, court/adjudication, injury surveillance, and roadway); a review of national best practices in traffic records systems, integration, and management; recommendations for improvements to the core systems based on core system performance areas as well as the possible integration of systems or data files for use by traffic safety stakeholders; and an action plan for advancing traffic records in Massachusetts. Components of the action plan to include defined projects, schedules, lead agencies, and estimated costs. Whenever possible, the planning process will utilize readily available information from existing sources, such as the FFY 2008 Massachusetts Strategic Plan for Traffic Records and related Section 408 application, the anticipated FFY 2009 NHTSA Traffic Records Assessment for Massachusetts, the Police Outreach Survey on Crash Reporting done in 2007, and other relevant information. HSD will develop this plan with the assistance of its traffic records contractor.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$185,000 of Section 402

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**Project Number** – TR-09-16

**Project Title** – FFY 2008 Section 408 Project #5 – Upgrade Current Crash Reporting System in Framingham

**Project Description** – Depending on expected FFY 2008 Section 408 funding and a final vote of the TRCC, this project will improve the consistency, accuracy, access, and timeliness of crash data submitted by the Town of Framingham to the Registry of Motor Vehicles (RMV) by enabling the town’s police department to improve its current e-submission process to the RMV. Thee project also will enable the police department to better access and analyze the crash data it enters into its system.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$82,500 of Section 408

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**Project Number** – TR-09-17

**Project Title** – Program Management

**Project Description** – Provide sufficient staff to conduct traffic records-related programming described in this plan as well as cover travel and miscellaneous expenses.

**Project Staff** – Robert Kearney

**Project Budget/Source** – \$69,972 of Section 402

## ■ 8.7 Police Traffic Services Program Area

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**Project Number** – PT-09-01

**Project Title** – Massachusetts Law Enforcement Challenge (MLEC)

**Project Description** – Conduct two Annual Massachusetts Law Enforcement Challenges, in cooperation with the Massachusetts Chiefs of Police Association and the Law Enforcement Liaison Program. The Challenge provides an opportunity for state and local law enforcement agencies to showcase traffic safety programs. All entries are submitted to the International Association of Chiefs of Police Association program for national recognition. Conduct award ceremonies for all participants and recognize traffic safety



accomplishments conducted during calendar years 2007 and 2008. Recruit corporate and vendor sponsors.

**Project Staff** – Caroline Hymoff and TBD Staff Member

**Project Budget/Source** – \$50,000 of Section 402

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**Project Number** – PT-09-02

**Project Title** – Law Enforcement Liaison Program

**Project Description** – Fund services of Law Enforcement Liaison (LEL) and program costs to assist with efforts to conduct traffic enforcement and safety initiatives, and provide technical assistance with Massachusetts municipal police agencies.

**Project Staff** – Caroline Hymoff and TBD Staff Member

**Project Budget/Source** – \$25,000 of Section 402

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**Project Number** – PT-09-03

**Project Title** – Law Enforcement Conference

**Project Description** – Conduct a one-day statewide law enforcement conference for up to 500 attendees aimed at increasing participation and support for CIOT, DDOLUA, and RR Mobilizations and other EOPSS-HSD initiatives. Recruit corporate sponsors and fee-based exhibitors.

**Project Staff** – Caroline Hymoff and TBD Staff Member

**Project Budget/Source** – \$20,000 of Section 402

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**Project Number** – PT-09-04

**Project Title** – Anti-Racial Profiling Program

**Project Description** – Through contractors, continue efforts established in year one and year two of Section 1906 funding. Support initiatives, including, but not limited to, data collection and analysis, public information and outreach, program management, program

development, training law enforcement professionals regarding the problem of racial profiling.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – Carry-forward funds estimated at \$1,095,716 of Section 1906

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**Project Number** – PT-09-05

**Project Title** – Municipal Police Training

**Project Description** – Conduct specialized training for local police in Accident Investigation and Accident Reconstruction through the Massachusetts Municipal Police Training Committee (MMPTC). Conduct specialized training in classroom or distance learning for local police in Speed Measurement, LiDAR, and FHWA Work Zone Safety Trainings for law enforcement. In-kind match will be \$22,000.

**Project Staff** – Dan DeMille

**Project Budget/Source** – \$66,000 in Section 402

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**Project Number** – PT-09-06

**Project Title** – Traffic Safety Listening Sessions

**Project Description** – Provide funds to conduct a series of group listening sessions and forums for stakeholders and partners regarding traffic safety data, problem identification, countermeasures, and the EOPSS open process for funding consideration for new and enhanced initiatives.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$5,000 of Section 402

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**Project Number** – PT-09-07

**Project Title** – Massachusetts District Attorneys Association/Traffic Safety Resource Prosecutor

**Project Description** – Conduct trainings and conferences; provide technical assistance; and create and maintain vehicular crimes pages and resources for district attorneys, prosecutors, judiciary and law enforcement on motor vehicle issues other than impaired driving. In-kind match will exceed 20 percent of total project cost.

**Project Staff** – Caroline Hymoff

**Project Budget/Source** – \$172,339.33 of Section 402

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**Project Number** – PT-09-08

**Project Title** – Program Management

**Project Description** – Provide sufficient staff to conduct police traffic services-related programming described in this plan as well as cover travel, conference fees and miscellaneous expenses.

**Project Staff** – Carol Dingle, Caroline Hymoff, and TBD Staff Member

**Project Budget/Source** – \$69,146 of Sections 402 and 1906

## ■ 8.8 Traffic Engineering Services Program Area

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**Project Number** – HE-09-01

**Project Title** – Hazard Elimination

**Project Description** – Provide funds allocated by the U.S. Department of Transportation to MassHighway for statewide hazard elimination and safety improvement projects.

**Project Staff** – Dan DeMille and Caroline Hymoff

**Project Budget/Source** – \$6,100,917 of Section 164 and 154

## ■ 8.9 Planning and Administration Program Areas

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**Project Number** – PA-09-01

**Project Title** – Administration of Statewide Traffic Safety Program

**Project Description** – Plan, implement, monitor, and evaluate programs and projects for the FFY 2009 Highway Safety Plan (HSP). Provide required staff salaries, professional development, travel funds, office space, equipment, materials, and fiscal support. Produce FFY 2008 Annual Report and FFY 2010 HSP.

**Project Staff** – Sheila Burgess-Hill, Susan Burgess-Chin, Denise Veiga, and selected support staff

**Project Budget/Source** – \$310,000 of Sections 402, 164, and 410

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**Project Number** – PA-09-02

**Project Title** – Americans For Disabilities Act (ADA) Compliance Services

**Project Description** – Provide funds for interpretation, translation and specialized printing services for those in need of accommodations. Also make necessary programmatic, organizational, and procedural improvements to alert the public to the availability of such accommodations.

**Project Staff** – Sheila Burgess

**Project Budget/Source** – \$30,000 of Section 402

## 9.0 Certifications

### ■ 9.1 State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject state officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1250, 1251, and 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

#### **Certifications and Assurances**

The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) 1) (A)).

The political subdivisions of this State are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) 1) (B)).

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) 1) (C)), unless this requirement is waived in writing.

**The State will implement activities in support of national highway safety goals to reduce motor vehicle-related fatalities that also reflect the primary data-related crash factors within the State as identified by the state highway safety planning process, including:**

- **National law enforcement mobilizations;**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of state safety belt use rates to ensure that the measurements are accurate and representative; and**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that currently are in effect.**

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) 1) (D)).

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21).

The State will comply with all applicable state procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20.

The state highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-Free Workplace Act of 1988(49 CFR Part 29 Subpart F):**

The state will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
  - 1. The dangers of drug abuse in the workplace;
  - 2. The grantee's policy of maintaining a drug-free workplace;
  - 3. Any available drug counseling, rehabilitation, and employee assistance programs; and
  - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- n. Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will –
  - 1. Abide by the terms of the statement; and
  - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within 10 days after receiving notice under subparagraph d) 2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph d) (2), with respect to any employee who is so convicted –
  - 1. Taking appropriate personnel action against such an employee, up to and including termination; and
  - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and f) above.

### **BUY AMERICA ACT**

The state will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of nondomestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### **POLITICAL ACTIVITY (HATCH ACT)**

The state will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”



## **CERTIFICATION REGARDING FEDERAL LOBBYING**

### Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

18. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
19. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
20. The undersigned shall require that the language of this certification be included in the award documents for all subaward at all tiers (including subcontracts, subgrants and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a state official whose salary is supported with NHTSA funds from engaging in direct communications with state or local legislative officials, in accordance with customary state practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms **covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded**, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier

Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Nonprocurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with

commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, state, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

### Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms **covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded**, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered

transactions and in all solicitations for lower tier covered transactions. (See below.)

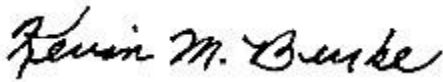
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Nonprocurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transactions:**

40. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Kevin M. Burke, Secretary, Massachusetts Executive Office of Public Safety and Security & Governor's Representative for Highway Safety

August 30, 2008

Date



The Commonwealth of Massachusetts  
Office of the Comptroller  
One Ashburton Place, Room 901  
Boston, Massachusetts 02108

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**DRUG-FREE WORKPLACE ACT CERTIFICATION**

1. The Commonwealth of Massachusetts certifies on behalf of all state agencies that apply for Federal grants that it will continue to provide a drug-free workplace by:
  - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
  - (b) Establishing an ongoing drug-free awareness program to inform employees about:
    - (1) The dangers of drug abuse in the workplace;
    - (2) The grantee's policy of maintaining a drug-free workplace;
    - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
    - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
  - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given copy of the statement required by subparagraph (a);
  - (d) Notifying the employee in a statement required by subparagraph a) that, as a condition employment under the grant the employee will:
    - (1) Abide by the terms of the statement; and
    - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than 5 calendar days after such conviction;

- (e) Notifying the Federal sponsoring agency in writing, within ten calendar days after receiving notice under subparagraph d) 2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant office or other designee on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
  - (f) Taking one of the following actions within 30 calendar days of receiving notice under subparagraph d) (2), with respect to any employee who is so convicted;
    - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
    - (2) Requiring such employees to participate satisfactory in a drug abuse assistance or rehabilitation program approved for such purposes by the Federal, state, or local health, law enforcement, or other appropriate agency;
  - (g) Making a good faith effort to continue to maintain a drug-free workplace through the implementation of paragraphs (a), (b), (c), (d), (e), and (f).
2. State agencies applying for Federal grants will identify workplaces at the time of application.



Martin Benison, Comptroller

Federal fiscal year 2008

Dated: October 2, 2007



# **10.0 Highway Safety Plan Cost Summary**

**Table 10.1 Highway Safety Plan Cost Summary****U.S. Department of Transportation National Highway Traffic Safety Administration**

State: Massachusetts

Highway Safety Plan Cost Summary

Report Date: 08/28/2008

2009-HSP-1

For Approval

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	CURRENT YEAR FUNDS	CARRY FORWARD FUNDS	CURRENT BALANCE	FEDERAL SHARE TO LOCAL
PA	\$ 245,000.00	\$ 245,000.00	\$ 220,000.00	\$ 25,000.00	\$ 245,000.00	
AL	\$ 297,283.00		\$ 100,000.00	\$ 197,283.00	\$ 297,283.00	
OP	\$ 3,098,477.00	\$ 500,000.00	\$ 1,279,998.00	\$ 1,818,479.00	\$ 3,098,477.00	\$ 2,245,000.00
SC	\$ 1,195,002.00	\$ 2,000,000.00	\$ 1,070,002.00	\$ 125,000.00	\$ 1,195,002.00	\$ 1,000,000.00
PS	\$ 436,995.00	\$ 100,000.00	\$ 400,000.00	\$ 36,995.00	\$ 436,995.00	\$ 601,000.00
PM	\$ 1,000,000.00		\$ 500,000.00	\$ 500,000.00	\$ 1,000,000.00	
TR	\$ 889,972.00		\$ 100,000.00	\$ 789,972.00	\$ 889,972.00	
PT	\$ 378,201.00	\$ 200,000.00	\$ 300,000.00	\$ 78,201.00	\$ 378,201.00	\$ 256,000.00
K2 (405)	\$ 833,505.00	\$ 2,250,000.00	\$ 583,505.00	\$ 250,000.00	\$ 833,505.00	
K3 (2011)	\$ 741,268.00	\$ 250,000.00	\$ 370,634.00	\$ 370,634.00	\$ 741,268.00	
K6 (2010)	\$ 218,810.00		\$ 108,810.00	\$ 110,000.00	\$ 218,810.00	
K8PA (410)	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	
K8PM (410)	\$ 200,000.00			\$ 200,000.00	\$ 200,000.00	
K8 (410)	\$ 4,035,994.00	\$ 8,100,000.00	\$ 2,010,994.00	\$ 2,025,000.00	\$ 4,035,994.00	
K9 (408)	\$ 1,500,000.00		\$ 500,000.00	\$ 1,000,000.00	\$ 1,500,000.00	
K10 (1906)	\$ 1,125,000.00	\$ 282,000.00		\$ 1,125,000.00	\$ 1,125,000.00	
154PA	\$ 100,000.00			\$ 100,000.00	\$ 100,000.00	
154AL	\$ 1,200,000.00			\$ 1,200,000.00	\$ 1,200,000.00	\$ 560,000.00
154HE	\$ 6,089,589.00			\$ 6,089,589.00	\$ 6,089,589.00	
164PA	\$ 120,000.00			\$ 120,000.00	\$ 120,000.00	
164AL	\$ 980,000.00			\$ 980,000.00	\$ 980,000.00	\$ 520,000.00
164PM	\$ 200,000.00			\$ 200,000.00	\$ 200,000.00	
164HE	\$ 11,328,000.00			\$ 11,328,000.00	\$ 11,328,000.00	
<b>TOTAL</b>	<b>\$ 36,238,096.00</b>	<b>\$ 13,952,000.00</b>	<b>\$ 7,543,943.00</b>	<b>\$ 28,694,153.00</b>	<b>\$ 36,238,096.00</b>	<b>\$ 5,182,000.00</b>